



**PERMANENT SECRETARIAT  
INTERGOVERNMENTAL COMMISSION TRACECA**

## **CONCEPT**

**Of Development of International Road Traffic along the Transport Corridor Europe-the  
Caucasus-Asia, Increase of Competitiveness and Attractiveness of TRACECA Road  
Routes**

**Baku, 2009.**

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## 1. INTRODUCTION.

The main idea of developing the international transport corridor was pronounced and demonstrated within the framework of the International Conference for Restoration of the Historic Silk Road with the participation of the heads of governments and their plenipotentiary representatives that was held on the 8 September, 1998 in Baku, the Republic of Azerbaijan.

*12 states - Bulgaria, Moldova, Ukraine, Romania, Turkey of Europe, Azerbaijan, Armenia, Georgia of the Caucasus and Kazakhstan, Kyrgyzstan, Uzbekistan, Tajikistan of Asia signed the Basic Multilateral Agreement on International Transport for Development of the Corridor Europe-the Caucasus-Asia with four Technical Annexes in the field of Railway, Road and Sea Transport as well as of Customs and Documentation Procedures (MLA).*

In May 2009 the Islamic Republic of Iran joined the MLA and became a full member of the Intergovernmental Commission (IGC) TRACECA.

The MLA provisions in the process of their implementation determine the basic objective for the Parties consisting in the development of economic relations, trade and transport communication in the regions of Europe, the Black Sea, the Caucasus, the Caspian Sea and Asia, particularly, the assistance of the Parties to international transport through the IGC institution and its Permanent Secretariat (PS).

At the Fifth Annual Meeting of the Intergovernmental Commission TRACECA held on 3 May, 2006 in Sofia, the Republic of Bulgaria, the MLA Parties adopted the Strategy of the IGC TRACECA for Development of the International Transport Corridor "Europe-the Caucasus-Asia" (TRACECA) for the period up to 2015 determining the pillars and objectives of creation of sustainable, efficient and integrated multi-modal transport system.

Of no little importance is the fact that the researches and proposals within the framework of the completed Technical Assistance projects of the European Commission, particularly on the streamlining border-crossing procedures, harmonization of legislation and transport policy, elimination of barriers in international road transport, established the relevant basis and accumulated the experience for the realization of further systematic actions in the development of international transport.

This Concept suggests that the main problem issues impeding the dynamic development of international road transport be emphasized both in bilateral communication and transit transport between the TRACECA member-states.

The Concept especially focuses on the potentiality of the TRACECA corridor to provide transit of containerized goods by road in inter-modal communication from the ports of Rotterdam and Boston as well as from the EU states to supply the commodities to the NATO armed forces stationed in Afghanistan and direct the humanitarian aid for reconstruction of the Afghan economy.

Of no little importance is the fact that moving of containerized goods along the TRACECA corridor is possible mainly by road transport in actual conditions which may considerably influence the geography and volumes of the goods transported along the TRACECA corridor.

In the perspective the realization of the set tasks under the conditions of existing traditional transport routes connecting Europe and Asia shows that sea-based routes take absolute priority over other modes of transport. **At the same time** the Concept is **aimed at using** the potential of **road transport** in order to increase the volumes of goods delivery in transit along **alternative sea routes of the Eurasian TRACECA** corridor.

First of all, it is necessary to create favourable conditions for reorientation of some part of goods from Asian-Pacific region to the TRACECA corridor, and work out technology for bulky container transport in the corridor by road in multi-modal communication. Transportation of containerized goods to Afghanistan may become an opportunity and practical verification of this issue.

The Concept determines the main objectives and envisages the implementation by the Parties of the Plan of Measures within the set tasks with technical assistance of the TRACECA existing projects “*Transport Dialogue and Interoperability between the EU and its Neighbouring Countries and the Central Asian countries*” “*International Logistic Centres for the Caucasian Countries and Western NIS*” and the project “*International Logistic Centres for the Central Asian Countries*” .

## **2. AIMS AND OBJECTIVES OF THE CONCEPT**

The main aim of this Concept consists in development of transit transport potential of the Europe-the Caucasus-Asia corridor (TRACECA) by increasing the dynamics of road transport and competitiveness of road routes within the transport corridor in inter-modal communication attracting additional traffic flows of goods transported by road transport between Europe and Asia.

The main objective of the Concept consists in observance and effective application by the TRACECA participants of the MLA basic Articles providing for the creation of favourable conditions for development of international road transport, primarily transit transport along the route of the Europe-the Caucasus-Asia corridor.

With a view to realize practical objectives the Concept suggests that within the framework of a common dialogue of the TRACECA member states the TRACECA Parties endeavour to eliminate the illegal duties, the existing barriers in the Corridor throughout the entire journey of road transport.

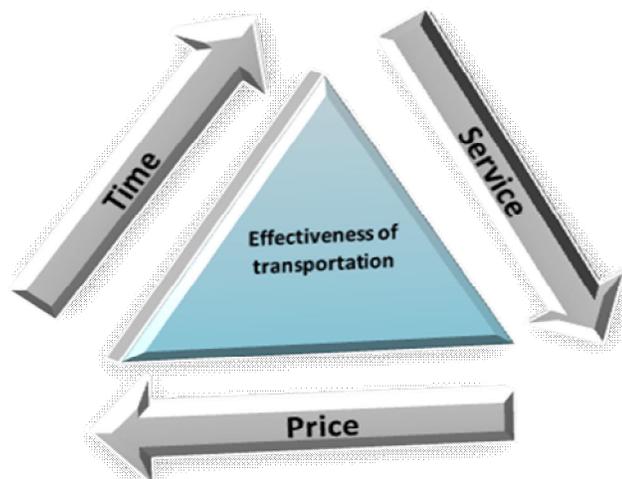
Based on the set objectives jointly with the MLA Parties it is necessary to elaborate the problem issues of international road traffic and make relevant decisions on them.

Concentration of efforts of the MLA Parties in effective realization of the achieved agreements and observation of the relevant recommendations within the IGC TRACECA is the priority objective of the present Concept.

### 3. ANALYSIS OF CURRENT SITUATION IN INTERNATIONAL ROAD TRAFFIC IN THE TRACECA REGION

In the context of industrial processes development and trade-economic relations between East and West transport and its systems play a key role in the delivery of goods.

Method of delivery in the present context is usually determined on the basis of commercial requirements of the market starting from the idea of the so-called “commercial triangle” giving priority to the main criteria of the consignor consisting in favourable transportation based on the principle of service, time and price.



As an alternative to the existing transport links between Europe and Asia and under market reforms road transport is of no small importance in promoting manoeuvrability, safety and reliability of goods transportation based on the “door-to-door” principle.

In the TRACECA region international road traffic between the TRACECA member-states are regulated by the Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor signed on 8 September, 1998, as well as the existing bilateral Agreements between the Parties in the field of road transport which establish both the system of permits and the system not requiring any permits in transport operations.

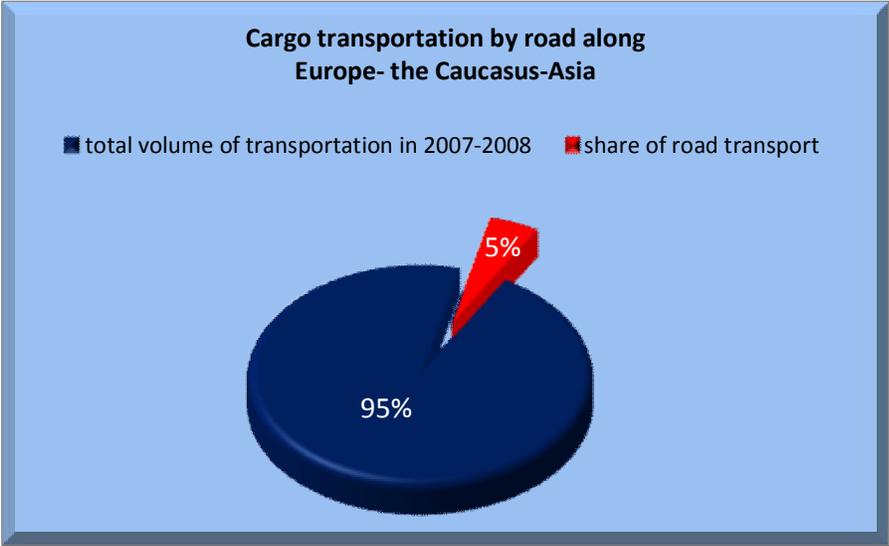
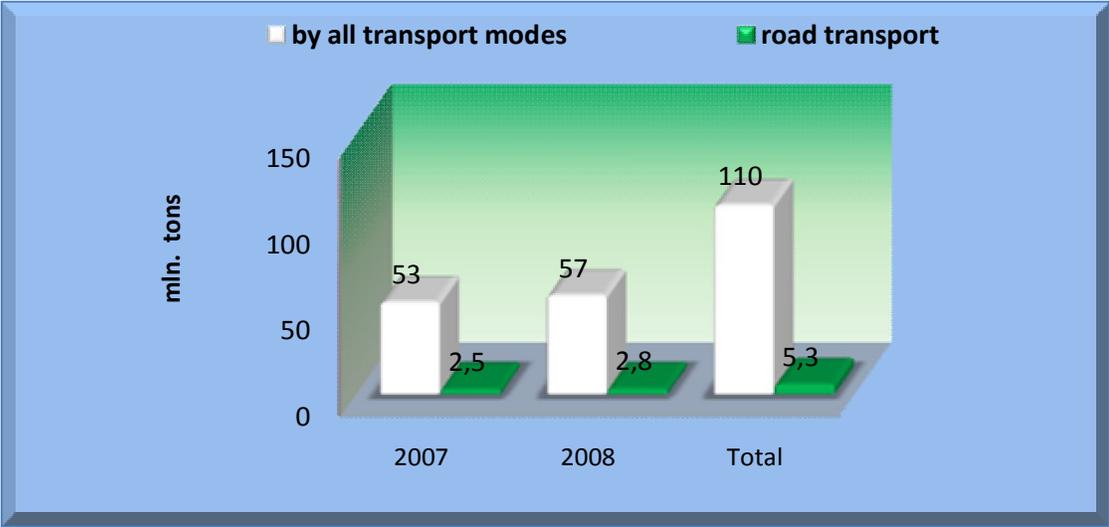
At present international road traffic between the TRACECA countries operates according to two scenarios:

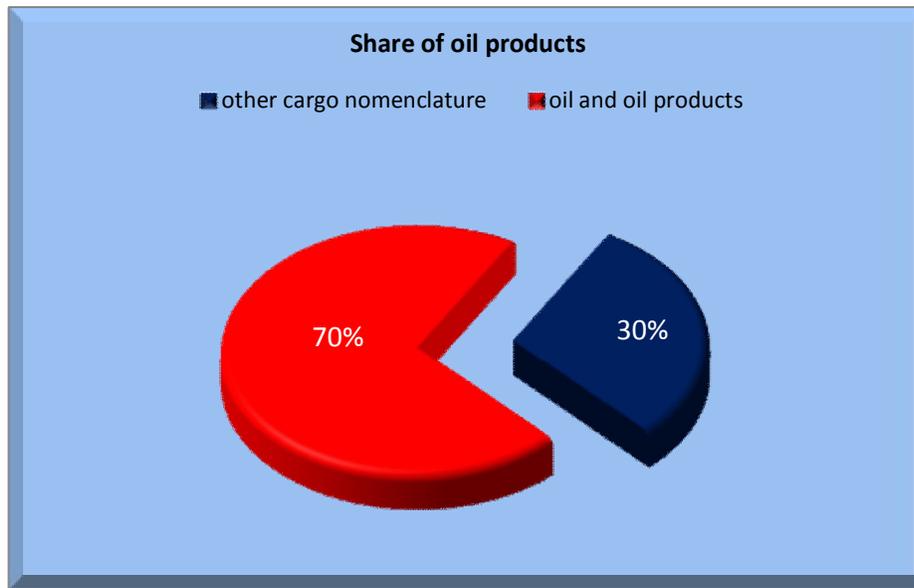
1. transportation between two TRACECA Parties or transit across the territory of one of the Parties to the third country,
2. transportation from one TRACECA country to another in transit across the territory of the third country.

In the present context the road traffic prevailing within a small route arm targets, as a rule, at the transportation of domestic goods or the goods delivered from the ports of the Black and the Caspian Seas, taking into account as well transportation of goods with the destination to the third countries.

**Until present** In international road traffic along the corridor Europe-the Caucasus-Asia transit **has not taken place**, i.e. goods transportation from the European countries with destination to the Central Asian countries or backwards in transit via the South-Caucasian section of the TRACECA corridor by road is not carried out in sufficient volumes.

Thus, the dynamics given below shows that a share of the road traffic of the total volume of the carried goods (110 million tons) by all modes of transport in 2007-2008 in the communication Europe-the Caucasus-Asia made only 5,3 million tons. This is primarily determined by the fact that oil and oil products currently prevail in the product range within the corridor.





Taking into account the commercial interest and search for alternative methods of goods delivery carried out presently along the traditional sea route from the countries of Asian-Pacific region as well as the availability of potential cargo to Afghanistan, the TRACECA corridor may play a vital role in the development of such traffic primarily by road transport.

### ***3.1. Corridor potential in transportation of containerized goods by road transport***

In the context of dominating development of container traffic between Europe and Asia there is an actual necessity in reorientation of a part of container traffic flows to the TRACECA transport corridor.

Concernment of transport operators in the carriage of containerized goods along the corridor is increasing owing to the TRACECA route factor, but it is not realized in practice according to the existing technical parameters of infrastructure and logistic system of the TRACECA corridor able to effect handling of more than 100 thousand containers a year across the route of the Southern Caucasus.

Presently transport operators of the Republic of Lithuania show their interest in transportation of about 10 thousand containers a year along the TRACECA corridor by means of extending the route of the combined container train "Viking" to the TRACECA corridor which follows the direction Klaipeda-Odessa/Ilychevsk.

It is also noteworthy that the main distributor and organizer of supplies of the US military transport command (USTRANSCOM), in coordination with various US logistic agencies show a keen interest in delivery of non-military cargo in containers to supply the NATO armed forces positioned in Afghanistan along the TRACECA corridor. Annual demand in such shipping makes about 70 thousand containers.

With a view to develop container traffic along the TRACECA routes, in February, 2009 the Permanent Secretariat TRACECA together with the German-Polish group POLZUG Intermodal GmbH, being a private international operator in direct and inter-modal transport, launched the coordination activities with the relevant transport authorities in the TRACECA Parties and

assistance process to the realization of the project regarding transportation of freight containers, including humanitarian aid from the USA and Europe along the TRACECA corridor through the ports of Poti-Baku-Aktau and further through Termez-Khairaton to Afghanistan. According to preliminary estimates, this company intends to transport about 20 thousand containers in the first year. In accordance with this schedule the delivery has been launched since February 2009. For 1 August, 2009 about 1000 containers have already been carried along the TRACECA corridor in the direction of Afghanistan.

Taking into account the volumes of such traffic and the problem issues both in the field of tariff regulation and technology connected with logistic potentialities of railway platforms acceptance in Afghanistan the international road operators from the European, Caucasian and Asian regions within the framework of International Workshop on the Development of Road Transport Routes from Europe to Afghanistan via the South Caucasus (17 July, 2009, Tbilisi, Georgia) launched an initiative and showed their interest in container traffic to Afghanistan along the TRACECA Corridor primarily by road.

On the outcomes of the meeting IRU sent the relevant address to the PS IGC TRACECA on behalf of international road operators with the request to provide assistance to the IGC TRACECA aimed at solution of the problem issues in the TRACECA corridor, mainly of administrative nature.

In the market practice and sound competitiveness the attractive geographic route does not always signify the economic expediency of traffic. In this context it is necessary to ensure permanent and well-organized activity of the interested countries on creation of favourable conditions for transportation of goods through elimination of various barriers in the field of transport.

### **3.2. Restraints impeding the development of competitive TRACECA routes.**

The complexity in development of international road traffic and transit of goods along the TRACECA corridor is determined by the fact that the TRACECA corridor is a system of sea and overland routes.

The technology of such traffic is characterized by a number of distinguishing features, for example, by the necessity in interaction of two-three modes of transport which is in itself requires corresponding complex organization and traffic control in coordination with competent authorities of the TRACECA member-states.

Therefore, in the context of technological specificity of international road traffic along the TRACECA corridor the main negative and restraining factors of its development include administrative barriers and the existing illegal duties in the TRACECA route having a negative impact on the costs and the number of trips fulfilled by international road operators correspondingly. **Among other important factors impeding the development of road transport is the underdevelopment of inter-modal (ferry) and auxiliary infrastructure.**

A number of negative factors impeding the development of international road traffic between Europe and Asia according to the TIR system were identified in the course of pilot demonstration caravans along the TRACECA corridor based on the information provided by the International Road Union (IRU) being the initiator of the project of a New Eurasian Land Transport Initiative (NELTI). *Particularly these negative factors were identified during regular commercial traffic along*

*the TRACECA road routes from the countries of Uzbekistan, Turkmenistan, Azerbaijan, Georgia to the EU countries and from Kazakhstan, Kyrgyzstan, Uzbekistan, Turkmenistan, Iran to Turkey..*

**First of all these factors include loss of time en route owing to the following reasons:**

- While crossing the borders (*at the check-point of Uzbekistan-Tajikistan – more than 18 hours;*
- While expecting loading of motor vehicles to the ferries in the Caspian Sea basin, vehicles have to stand idle up to 45 hours in the port;
- Regular stoppages of road-trains by traffic police/transport inspection personnel (en route – up to 19 stoppages being equal to 17 hours of the lost time);
- Availability of a great number of interior check-points (*on the territory of the Republic of KAZAKHSTAN*).
- Restriction of transit traffic of motor vehicles across the territory of Uzbekistan (*transit is effected only along the direct route*);
- Long procedure and problems with entry visas documentation (in case of Turkmenistan), as well as lack of simplified issue of *Schengen visas to professional drivers – all these circumstances are time-consuming (loss of working hours), and for those countries where visas are issued in the course of international traffic in another transit state the loss of time on the route of goods delivery is up to 2 weeks*).

**Secondly, these negative factors include financial expenditures and additional costs brought about by illegal duties on the roads.**

- In the course of customs examination the facts of illegal duties and extortions (in some cases the amount exceeds 1400 USD at one check-point);
- Non-harmonized customs dues in the MLA Parties related to excess weight and dimensions of motor vehicles;
- Dues for entry to the territory of the populated areas;
- Charging for compulsory insurance according to the national legislation in all the countries, including the insurance system “Green Map” which stipulates that in all the enumerated events insurers of local insurance companies are not liable to an insurant in the insurance case;
- Unsanctioned duties on the roads by road police and transport inspection personnel leading to regular stoppages resulting in the loss of time en route.

On the whole in the TRACECA corridor the additional costs in the course of crossing the borders makes 25% of the freight sum, in some cases the extortions amount to 40% of the freight sum, at the same time it should be **noted that on certain borders there take place the incidents when only 5 % of the freight sum falls at official payments.**

As is mentioned by IRU, in most transit states the methodology of downtime monitoring on the borders is not applied. In such cases they resort to pilot initiatives only realized within the framework of TRACECA and CAREC projects. At the same time uninterrupted monitoring under the real time regime has not been introduced so far, which in its turn complicates the identification of the most problematic check-points and types of border-crossing procedures and impedes the fulfillment of the planned actions aimed at elimination of the barriers at those check-points.

As is known, the cost of motor transport services according to their specifics comparing with railway transport is **much higher than the actual cost**.

Nevertheless, in the context of favourable regime of road traffic the main advantages of international road traffic include the speed of delivery, as well as safety of goods, the so-called “door-to-door” traffic. At the same time it is necessary to take into account that road transport carries the goods of high specific cost which is typical of some kinds of goods transported between Europe and Asia.

Therefore, the expenditures in crossing the borders, visa procedures, illegal dues and lack of system organization (system schedule) of trailers transit by ferries in the Caspian basin (single operator – single contract), considerably influence the time of delivery and the cost of road transport.

All the transport costs mentioned-above are of non-physical origin similar to excessive requirements to documentation, delays at the border check-points, illegal payments and facts of unforeseen closing of the border along the corridor. Therefore, ineffective and costly border-crossing procedures continue to negatively influence the efficiency and competitiveness of road corridor routes, and the lack of proper coordination in organization of traffic and concerted activities of border authorities in the region’s countries lead to negative consequences impeding transit traffic. This results in a sharp decrease of traffic efficiency leading finally to the goods delivery by alternative road routes.

Analysis and study made by the PS IGC TRACECA demonstrated that the main problem of the corridor is still inappropriate implementation by the TRACECA Parties of a number of the MLA Articles and its Technical Annexes. The basis of the MLA institutional idea in the process of its implementation is formed by the contribution of the Parties to the development of transit traffic and free access to the market of transport services, including road transport.

Unfortunately, current international road operators give numerous examples of unfavourable regime of traffic along the TRACECA corridor in multi-modal transit communication which in itself speaks of the unwillingness of road operators to use the road route Europe-the Caucasus-Asia while planning traffic from Europe to Asia.

Undoubtedly, there are infrastructure problems in the TRACECA corridor, but at the same time the existing infrastructure corresponds to the potential volume of cargo transported by road transport along the corridor via the port of Turkmenbashi and further in transit across Turkmenistan to the TRACECA neighbouring countries. As Turkmenistan is not the TRACECA MLA member, communication with the South-Caucasian section of the TRACECA corridor is established by Aktau Sea port and the road infrastructure of the Republic of Kazakhstan. The main infrastructure problem within the road system in Kazakhstan, the MLA TRACECA member

state, is the poor condition of the republican road in the section Beyneu-Oporny and Aralsk-Karabutak where road transit in winter and spring floods periods becomes impossible in view of these infrastructure barriers. It is also necessary to point out the need in investments and construction of a straightening section – a new road from Beyneu to Aralsk. Presently the road route from the sea port of Aktau to Beyneu satisfies the requirements of traffic and thus there is an opportunity to cover the distance from Beyneu (the Republic of Kazakhstan) to Karakalpokia (the Republic of Uzbekistan) through the road check-point “Tazhen” (on the border between Kazakhstan and Uzbekistan). The infrastructure of the road in the Uzbek side needs fundamental reconstruction and bringing it to an E category.

The specific character of inter-modal communications development is one more problem. The lack of considerable road traffic flows between Turkmenistan and Kazakhstan on the one hand and the Republic of Azerbaijan on the other hand resulted in reorientation of the ferry lines Baku – Turkmenbashi and Baku – Aktau operation to the transportation of railway cars. A small quota for trucks on ferries resulted in queues and delays in the ports which is complicated by the duration of Turkmen transit visas for drivers.

**Another problem is insufficient development of auxiliary infrastructure in the road area of the TRACECA corridor, including modern and safe road parkings, places of rest for drivers, technical maintenance and car repair, lack of modern logistic centres. The equipment of many border-crossings is being upgraded, but still it remains insufficient. Finally, there is a deficit in modern petrol stations furnished with fuel of high environmental standards (including sour-free fuel). Low quality of diesel fuel in transit states decreases the possibilities of European operators to deliver goods along the TRACECA corridor between Europe and Central Asia.**

Of no small importance is the factor of not full and non-efficient implementation of international agreements and conventions (recommended by UN ECE and UN ESCAP for accession of the countries) contributing to the development of traffic and promoting the proper level of security and safety of goods, satisfying the interests of overland transport.

The accession of the Islamic Republic of Iran to the MLA TRACECA in May, 2009 opens up a new perspective for the corridor to transport goods by road primarily with the access to the sea port of Bander-Abbas. In this respect it is necessary to develop the dialogue between the MLA Parties and to promote road transport development of the TRACECA southern routes across the territory of Iran to Central Asia, Afghanistan and vice versa.

#### **4. KEY ISSUES OF ROAD TRANSPORT DEVELOPMENT AND BORDER-CROSSING EMPHASIZED IN THE STRATEGY FOR DEVELOPMENT OF TRACECA FOR THE PERIOD UP TO 2015**

With the view to provide time and costs saving in international road traffic the IGC TRACECA Strategy for Development of the Europe-the Caucasus-Asia corridor for the period up to 2015 emphasizes the following components:

##### **Modern international road traffic**

- Accession to main Conventions and Agreements in the field of international traffic development and transit simplification across the territories of the MLA Parties as recommended by the Economic Commission for Europe (UN ECE) and UN ESCAP;
- With a view to implement main Conventions and Agreements elaboration and introduction on the national level of statutory acts as well as **bringing of the existing statutory acts in compliance with the requirements of international Agreements and Conventions**;
- Introduction of the mechanism of international road traffic in the TRACECA countries without permits;
- **Cancellation** of transit dues;
- Standardization of the permitted weight and sizes of motor vehicles;
- Environmental protection and safety of road traffic;
- Promotion of international road traffic.

### **Border-crossing**

- Introduction of single automatic system of customs procedures and implementation of the system of preliminary **electronic declaration of the transported goods**;
- Introduction of the system “one window/one stop” on the borders of the TRACECA corridor;
- Provision of check-points with relevant infrastructure;
- Accession to the main Conventions and Agreements in the field of borders control and their crossing recommended by the UN ECE and the World Customs Organization;
- Promotion, accession and application of the Convention on the Contract for International Carriage of Goods by Road (CMR, 1956) in the field of transit traffic as well as application of the electronic consignment note (e-CMR) in accordance with Additional Protocol to the CMR Convention adopted in 2008 (accession of the TRACECA countries to the CMR Protocol);
- Increase of the role and participation in the activities of the national public associations and freight forwarding organizations in the field of road transport.

## **5. REQUIRED ACTIONS AND MECHANISMS FOR THE CONCEPT REALIZATION**

In accordance with the aims and objectives of the Concept and based on the above-mentioned analysis and the key issues of the implementation of the Strategy for Development of the TRACECA Corridor for the period up to 2015 a complex of practical measures are put forward for subsequent elaboration of the issues of a favourable regime for international road traffic in the TRACECA corridor pursuant to the following directions:

- Fulfillment of complex measures concerning harmonization of customs procedures, regulating the activities of customs authorities in order to avoid closing of the borders in the unilateral order;
- Accession to the International Convention on Harmonization and Simplification of the Customs Procedures, 1973 (amended and added in 1993);
- Examination of the introduction of the permit-free system in the TRACECA region;
- Elaboration of a single integrated strategic document of management 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;
- Introduction of the system of electronic preliminary declaration of the transported goods (TIR-EPD);
- Modernization of the customs posts applying recent technologies (X-ray scanning of motor vehicles), enlargement of the posts’ infrastructure in order to increase their capacity
- Examination of the possibility to introduce the TRACECA identification stamp put down by the customs authorities of the MLA Parties in the development and registration of the customs documents for international road traffic according to the provisions of the TRACECA MLA;
- Monitoring of observation and application by the Parties of the MLA Articles and Protocols in the field of road transit;
- Regular planned activities on the identification of the bottlenecks and administrative barriers in the TRACECA corridor based on the information provided by the MLA Parties (national associations of international road operators) concerning problem issues of the national operators within the TRACECA corridor with a view to find their solution and gradually remove them within the framework of the PS meetings and working groups;
- Elaboration and submission for discussion of the visas issue simplification procedure for professional drivers of motor vehicles in the TRACECA region (including Schengen visas), negotiations, meetings with competent authorities of Turkmenistan concerned with visa procedures;
- Elaboration of the 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;
- Elaboration of container freight and humanitarian goods supply procedure in the context of transit promotion in the TRACECA member-states in accordance with the MLA TRACECA and its Technical Annexes on favourable regime for operators, taking into account actual business-proposals and the IRU initiative of moving container and humanitarian freight to Afghanistan along the TRACECA corridor by road transport together with the MLA Parties with the technical assistance of TRACECA projects;

- Solution of technological issues and organization of container traffic in road-ferry communication using Ro-RO ships, particularly with the purpose of eliminating delays in the ports during loading/unloading operations, elaboration of the issues of organization of parking of motor vehicles with containers on the ferries, as well as at container terminals (accumulators), in the ports (for example, motor vehicles operation on a small arm between the sea ports of Poti and Baku and further from the ports of Aktau and Turkmenbashi to the point of destination and backwards in empty containers). In this respect it is necessary to cooperate with major consignors of container goods and freight forwarding companies and to have a single operator – single agreement to provide planned loading of ferry ships with containers and motor vehicles in the Trans-Caspian direction;
- Elaboration of the issue concerning application of technology of contrailer traffic across the territory of Kazakhstan, flexible approach to tariff regulation especially on the way from Aktau sea port to the nodal point of Aktau;
- Harmonization of the requirements concerning weight and sizes of vehicles in order to avoid repeated weighing on the border, introduction of International certificate for weighing a vehicle within the framework of implementation of Annex 8 to the International Convention on the Harmonization of Frontier Controls of Goods, 1982 (UN ECE);
- Regulation of the activity applying the principle of prior passage of motor vehicles carrying perishable food on the basis of the Agreement on the International Carriage of Perishable Foodstuffs (ATP);
- Exchange of experience between the TRACECA region member-states in their fight against corruption and illegal extortions (Georgian experience shows that for the last years illegal duties and extortions on the border do not practically take place (close to 100%);
- Encouraging the development of auxiliary infrastructure including parking complexes, gasoline stations, points of recreation for drivers and technical maintenance of vehicles, logistic centres.

With a view to implement the above-mentioned actions it is necessary to endeavour concerted efforts of the Parties at increasing the attractiveness of transport networks in accordance with the modern market requirements, promotion of effective and uninterrupted activity of the TRACECA transport system.

For the purpose of the MLA articles implementation in close cooperation with IRU and international organizations with the technical support of the TRACECA projects it is necessary to establish an integrated working group on road transport and documentation procedures for the elaboration of the actions given-above to include the representatives of ministries and authorities in the field of transport and customs operations of the MLA Parties, major consignors and freight forwarders as well as associations of international road transport operators of the TRACECA countries to coordinate technologies and to organize shipments.

With a view to organize systematic and planned activity for the implementation of this Concept there is given the following Plan of measures to be realized (Annex 1).

**PLAN OF MEASURES FOR THE IMPLEMENTATION OF THE CONCEPT  
Of Development of Road Traffic along the Transport Corridor Europe-the Caucasus-Asia,  
Increase of Competitiveness and Attractiveness of TRACECA Road Routes**

№ n/n	Measures	Completion form	Entities responsible for implementation
<b>1. Elaboration and coordination with the Parties of the Concept of development of international road traffic along the transport corridor Europe-the Caucasus-Asia, increase of competitiveness and attractiveness of the TRACECA road routes</b>			
1.1.	To submit the draft Concept to the MLA Parties for consideration and to follow it up taking into account the proposals of the Parties in accordance with the recommendations of the Permanent Secretariat meeting held on 25 September 2009.	The completed Concept	Permanent Secretariat of the IGC TRACECA, involved Ministries and authorities of the MLA Parties
<b>2. Complex activities directed to harmonization and simplification of procedures on the border</b>			
2.1.	To work on accession to the International Convention on Harmonization and Simplification of Customs Procedures, 1973 (amended and added in 1993).	Information and proposals of the MLA Parties	Involved Ministries and authorities of the MLA Parties
2.2.	Examination of the introduction of the permit-free system in the TRACECA region		
2.3	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 customs services activities in order to avoid closing of the borders in the unilateral order.	Draft document	Permanent Secretariat, involved Ministries and authorities of the MLA Parties (with technical assistance of the TRACECA projects by coordination with PS and the EC)
2.4.	To introduce the system of electronic preliminary declaration of the transported cargo (TIR-EPD).	Information and proposals of the MLA Parties	Involved Ministries and authorities of the MLA Parties, IRU ( as agreed) (with technical assistance of the TRACECA projects by coordination with PS and the EC)
2.5.	To mobilize concerted 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.	Information and proposals of the MLA Parties	Involved Ministries and authorities of the MLA Parties (with technical assistance of the TRACECA projects by coordination with PS and the EC)
2.6.	To harmonize the requirements for weight and sizes of motor vehicles, introduce International certificate on weighing motor vehicles within the framework of Annex 8 of the International Convention on the Harmonization of Frontier Controls of Goods, of 1982. (UN ECE).	Information and proposals of the MLA Parties	Involved ministries and authorities of the MLA Parties

2.7.	To undertake the activity on accession to the International Convention on the Harmonization of Frontier Controls of Goods, of 1982. (UN ECE).	Accession	The Islamic Republic of Iran, the Republic of Tajikistan
2.7. (a)	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).	Upgrading of the normative legal basis	The MLA Parties
2.8.	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	Draft proposals	Permanent Secretariat, involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects by coordination with PS and the EC)
2.9.	To regulate the activity applying the principle of prior passage of motor vehicles carrying perishable foodstuffs on the basis of the Agreement (ATP)	Information and the MLA Parties proposals	Permanent Secretariat, involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects by coordination with PS and the EC)

### 3. Simplification of the order of entry and transit visas issue to professional drivers

3.1.	To elaborate and submit for discussion the questions of simplification order of the visas issue to professional drivers of motor vehicles in the TRACECA region (including Schengen visas),	Information, elaboration of decisions	Permanent Secretariat IGC TRACECA, the European Commission, involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects by coordination with PS and the EC)
3.2.	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.	Information of the Parties, draft proposals	Permanent Secretariat IGC TRACECA, involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects by coordination with PS and the EC)
3.3.	To organize cooperation with competent authorities of Turkmenistan concerning visas procedures within the framework of bilateral and multilateral meetings.	Establishment of the simplified regime of visas issue to professional drivers	Permanent Secretariat IGC TRACECA, involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects by coordination with PS and the EC)

<b>4. Increase of competitiveness and attractiveness of traffic flow to the TRACECA corridor, organization and technology of traffic</b>			
4.1.	To organize containers and humanitarian goods delivery to Afghanistan along the TRACECA corridor by road transport under the favourable regime and transit promotion.	Removal of barriers – organization of the “green corridor”	Permanent Secretariat, involved Ministries and authorities of the MLA Parties, IRU (as agreed), major consignors, national transport operators and freight forwarders (as agreed), (via technical assistance of the TRACECA projects by coordination with PS and the EC)
4.2.	To develop and 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 the planned loading of ferry ships with containers and motor vehicles in the Trans-Caspian direction, the activity of a single operator.  To elaborate the issue of organization of motor vehicles parking on 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.	Organization of traffic	Permanent Secretariat, involved Ministries and authorities of the MLA Parties, IRU (as agreed), major consignors, national transport operators and freight forwarders (as agreed), (via technical assistance of the TRACECA projects in coordination with PS and the EC)
4.3.	To elaborate the issue of applying the technology of container-con trailer traffic across the territory of Kazakhstan, flexible approach to tariff regulation.	Information	Permanent Secretariat IGC TRACECA, involved Ministries and authorities of the Republic of Kazakhstan
<b>5. Monitoring of the Concept Realization</b>			
5.1.	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 of 2003 as regards meeting the special demands of the landlocked developed countries in the new global framework for cooperation in the field of transit traffic between the landlocked developing countries and transit developing countries (APA),	Practical implementation of the MLA	Permanent Secretariat IGC TRACECA, the MLA Depository, the MLA Parties (via technical assistance of the TRACECA projects in coordination with PS and the EC).
5.2.	Permanent planned activity for identification of the bottlenecks and administrative barriers in the TRACECA corridor for the purpose of their solution and removal.  Establishment of a Joint Working Group within the framework of Technical Annexes on International Road Transport and Customs and Documentation Procedures, joint meetings for the	Information on the barriers and infringements of International Conventions, the MLA articles and	Permanent Secretariat, involved Ministries and authorities of the MLA Parties, IRU and national associations of international road operators of the MLA Parties (as agreed).

	Concept realization.	bilateral Agreements in the field of road transport, meetings and elaboration of joint decisions, liquidation of barriers	(via technical assistance of the TRACECA projects in coordination with PS and the EC)
5.3.	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.	Information on the infringements and removal of illegal activities of the control services	Permanent Secretariat, the PS National Secretaries, involved Ministries and authorities of the MLA Parties, IRU and national associations of international road carriers in the MLA Parties (as agreed).
5.4.	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.	Information of the Parties	Involved Ministries and authorities of the MLA Parties (via technical assistance of the TRACECA projects in coordination with the PS and the EC)
5.5.	Cooperation with financial institutions concerning joint identification of projects dealing with construction of the missing and straightening areas of <b>infrastructure and auxiliary infrastructure</b> objects in the TRACECA priority directions and corridors, elaboration of investment proposals on planned financing with the participation of the private sector.	Information	Permanent Secretariat IGC TRACECA, the European Commission, involved Ministries and authorities in the MLA Parties. (via technical assistance of the TRACECA projects in coordination with the PS and the EC)
5.6.	Close cooperation with international organizations – UN ECE, UN ESCAP, the World Customs Organization, IRU, financial institutions.	Information	Permanent Secretariat IGC TRACECA, involved Ministries and authorities in the MLA Parties. (via technical assistance of the TRACECA projects in coordination with the PS and the EC)