



FINAL REPORT ROAD MAP

Undertaken by NEA Transport Research
Institute (Netherlands) in cooperation with
the International Road Transport Union (IRU)



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Nowadays new and alternative transport ways are taken in consideration in order to discharge maritime transport as the major transport mode between Asia and Europe. The NELTI initiative is one of them. With its global aim to contribute into the revival of the Great Silk Route and promote Eurasian land transport corridor through Central Asia and the Caucasus, it definitively represents a very interesting option for the transportation of goods between Europe and Asia. At the same time, the existence of the other alternative transport links, for example, the project of the Transsiberian railroad revival, as well as already established and well functioning maritime links between Europe and Asia, make it necessary to study in detail the competitiveness of NELTI Northern, Central and Southern routes. For this reason the NELTI monitoring project was initialized. Its objective was to get an entire picture of the situation in the region, designate existing problems and see clearly the advantages and disadvantages between existing alternatives.

I am sure this report will strongly contribute to achieve above objective and improve the land transport corridor between Asia and Europe.



Martin Marmy
IRU Secretary General

Launched in 2008, the IRU's New Eurasian Land Transport Initiative (NELTI) has entered its second phase as NELTI-2 in 2009, to collect further data over 2010-2011, including those provided by the Asian Development Bank on China compiled in the present report.

The second phase as NELTI-2 of NELTI permitted to draft a "Road Map" to identify the challenges to be tackled as well as the measures required to reduce the time and cost of the international road transport across the Eurasian continent. We are now confident that the implementation of this "Road Map" by decision makers on national and international levels will significantly facilitate international road transport and hence trade between Europe and Asia, further improve the road transport industry's productivity and competitiveness in East-West trade flows and help integrate not only road transport systems but above all the various national economy on the Eurasian continent.

Indeed two-thirds of the world's population lives in Asia, working, producing and trading with the rest of the world – mostly through maritime transport. However, only international road transport, thanks to the high quality of its unique, flexible door-to-door services, is capable of interconnecting all the local, national, regional businesses located across the Eurasian landmass to the main world markets.

No country is landlocked to international road transport. Reopening the ancient Silk Road to trade by international road transport – which currently carries only 1% of the Euro-Asian trade – not only offers an alternative for the transport of goods from Asia to Europe and vice versa, but, above all, drives economic and social development, political stability and, ultimately, progress and prosperity in all countries along various itineraries of the Silk Road.



It is with this objective that the IRU has implemented several projects and has successfully realised pilot truck caravans over the past 10 years in order to monitor, collect and analyse data on the remaining impediments and non-physical barriers to international road transport across the Eurasian landmass. This important scientific work allows the IRU to provide unique accurate and credible recommendations to all stakeholders in the region whose decision and activities can positively impact the effective reopening of the Silk Road to trade by international road transport.

NELTI is now a scientific tool that enjoys increasing international credibility and recognition. The Economic Cooperation Organisation (ECO) has initiated with the IRU a road transport monitoring project in the ECO region in 2011, which will be NELTI-3 and under the hospice of the Organisation of American States (OAS), the IRU is currently developing the Latin America Road Transport Initiative (LARTI) to monitor the conditions and impediments of the international road transport and trade between Latin American countries.

These successes also made new international projects emerge from NELTI: the IRU's Model Highway Initiative, meant to build an exemplary road section for Euro-Asian freight transport and developed in a genuine public-private partnership by national governments, international financial institutions, international organisations and the business community, will further demonstrate the economic potential and attractiveness of the Silk Road reopened to trade and will further facilitate road transport operations across the Eurasian landmass. also emerged from NELTI.

We look forward to this new IRU initiative to becoming yet another success story hope that these new IRU projects will also become success stories.

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Chapter 1. The main results of the implementation of the Second Phase of the IRU project “The New Euro-Asian Land Transport Initiative”

1.1. Overview of the Second Phase of IRU NELTI Project

The project “New Eurasian Land Transport Initiative” (NELTI) was devised by the International Road Transport Union (IRU) in 2006-2008 with the aim to develop regular commercial freight haulage by road transport between China, Central Asian countries and Europe.

The official launching of the project took place on **16 September, 2008** in the city of Tashkent (Republic of Uzbekistan). After the results of the NELTI pilot phase were summed up at the IRU 5th Eurasian Conference in Almaty (Kazakhstan) on 11 July 2009¹ and the project’s high efficiency was acknowledged, both the organisers and the participants decided to put into effect its second phase beginning on **01 July, 2009**.

Phase 2 of the IRU NELTI project was carried out in close collaboration by the IRU and the Asian Development Bank (ADB), and its Central Asian Regional Economic Cooperation program (CAREC). At the end of April 2011 one of the transportation companies from Kazakhstan submitted the last driver’s logbook and their total number amounted to 459 copies.

Cargo transportation within the framework of Phase 2 of the NELTI Project covered a vast geographic region encompassing **18** states of Europe and Asia. A special feature of Phase 2 of the NELTI Project is the inclusion of the analysis of the Chinese transportation data, provided by the Asian Development Bank.

37 road transportation companies from **13** states of Europe and Asia have been involved in NELTI Phase 2, including:

- Azerbaijan,
- The Republic of Belarus,
- Georgia,
- Kazakhstan,
- The People’s Republic of China (data was provided by ADB),
- The Kyrgyz Republic,
- The Republic of Moldova,

¹ The full version of the Final Report is placed on the NELTI web site www.iru-nelti.org.

- The Russian Federation,
- Tajikistan,
- Turkmenistan,
- Turkey,
- Uzbekistan,
- Ukraine,

Eight companies have already participated in NELTI Phase 1, including:

- “Azatika” (Kyrgyz Republic),
- “Atrimlogistic” (Russian Federation),
- “Bunyod” (Uzbekistan),
- “Degertach” (Tajikistan),
- “Karadeniz” (Turkey),
- “Oshmezhtrans” (Kyrgyz Republic),
- “Sovtransavto Sacartvelo” (Georgia)
- “Janstrong” (the Republic of Belarus)

1.2. Monitoring

One of the most important components of IRU Project NELTI Phase 2 was also monitoring of the haulage operations based on the UNESCAP improved methodology.

Taking into account the experience accumulated during IRU Project NELTI Phase 1 stage and considering the forms of monitoring adopted within the framework of the ADB Program CAREC, an advanced version of the driver’s logbooks, which contained much more details, have been used (Pic. 1).

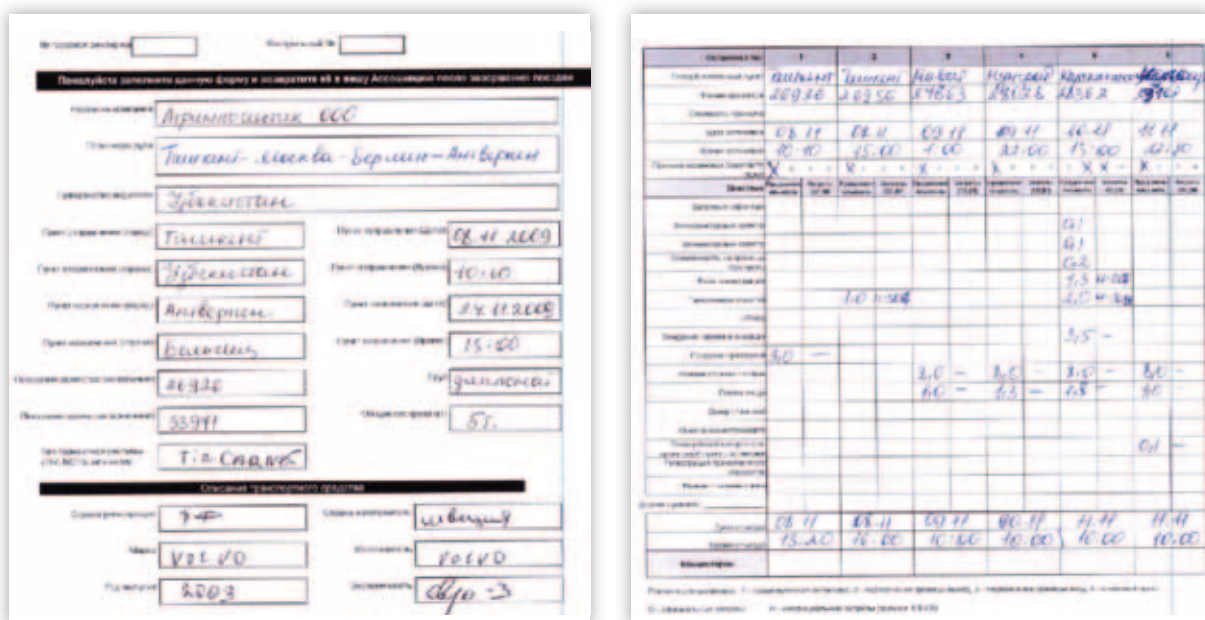


Fig. 1 Sample of the driver’s logbook pages completed by “Atrimlogistic” Company



After completion, the driver's logbooks were submitted to the IRU Regional Representation in Euro-Asia for analysis, data processing and placement at the Project web site (www.iru-nelti.org).

1.3. Economic background and commodity market trends

According to WTO data², the international trade after suffering in 2009 its greatest slump (12 per cent) of all time after World War II, recorded gradual recovery. In 2010 growth rate of the international trade recovery amounted to 14.5 per cent compared to the previous year. The international trade grew against a background of the world economy's growth of 3.6 per cent. During the period 2010–2011 the dynamics of export-import operations was more intensive compared to the average indicator of 2000-2008.

One of the factors enabling the international trade growth in 2010 and in the beginning of 2011, was the further development of logistic chains of deliveries, due to which goods during their production process cross borders few times leading to increased trade flows.

At the same time since no return to the pre-crisis trend of extensive growth of the world economy has occurred, it does not allow to say, that the global economic crisis was left behind.

The global economic crisis has considerably affected the market of international road transport haulage in the Eurasian region. The demand for the goods traditionally transported along motor roads has decreased, while demurrages of the road transport fleet increased, obtaining credits became more complicated, losses, overdue debts on credit repayment, lease payments, etc. started to grow.

The volumes of international road transport haulage in 2009 reduced in practically all directions, however in some of them, notably China – Tajikistan, Europe – Afghanistan, and Central Asia – Afghanistan, certain increment was nevertheless registered.

In 2010, the regional trade in Central Asia recorded a recovery, which was expressed in more active export-import operations and international road transport haulage as compared to the similar period of the previous year. Pre-crisis volumes of road cargo transportation at certain routes have been achieved. However, full recovery of international road haulage from the crisis consequences will depend on the sustainability of the regional and world economies growing trends.

In spite of the complicated economic situation and risks, the haulage within NELTI Phase 2 have been proceeded successfully and demonstrate a reasonably good growth potential for the future.

1.4. Changes in the trade and political regime in the Eurasian region

Among the most important events that had impact on development of Eurasian road transport haulage in the framework of the IRU NELTI Phase 2 or could seriously affect it in the near future, the following should be listed:

² WTO Press release PRESS/626, dated April 7, 2011

- Introduction in 2010 of the multilateral permit system that came into force on 1 January 2010 within the framework of the Black Sea Economic Cooperation organisation (BSEC), which will make it possible to enhance the efficiency of international road transport haulage and to streamline border crossing procedures, including those for road transport companies running freight haulage operations along the NELTI Central and Southern routes;
- Activation of the work on the SCO multilateral agreement on creation of favorable conditions for international road transport haulage. With this agreement coming into operation, it will be possible to develop multilateral haulage to and from China. The SCO transport ministers at their fifth meeting in Beijing, PRC, (11-12 November 2009) instructed the national authorities to speed up the work on the supplements to the Agreement.
- Holding of the International Round Table Conference on development of road transport freight haulage to Afghanistan (17-18 July 2009, Tbilisi, Georgia), and of the first (19-20 October 2009, Dushanbe, Republic of Tajikistan) and second (18-19 March 2010, Baku, Azerbaijan Republic) meetings of the Afghan Transit Working Group. The meetings analyzed the outstanding issues of development of freight haulage by road transport from Europe and China to Afghanistan, and also worked out recommendations for an early launch of the operations and Afghanistan's integration in the regional system of international road transport haulage.
- Signing of nine memorandums of understanding between the IRU and the governments of transit countries on development of Euro-Asian road transport freight haulage in 2009-2010. After signing another two MoUs with the Republic of Armenia the total number of MoUs in force increased up to 10. These MoUs have been signed with the following countries (chronologically): the Republic of Uzbekistan, Kyrgyz Republic, the Republic of Kazakhstan, the Republic of Tajikistan, Azerbaijan Republic, Ukraine, Georgia, the Republic of Moldova, the Islamic Republic of Afghanistan and the Republic of Armenia. An important feature of the above mentioned memorandums is their facilitation of the IRU NELTI project.

Since one of the main conclusions, that follow from the results of IRU NELTI Phase 1, is that the auxiliary road transport infrastructures are developed inadequately in the Eurasian region, the IRU presented a "Model Highway Initiative" project (MHI) at the annual meeting of the Asian Development Bank in Tashkent in May 2010.

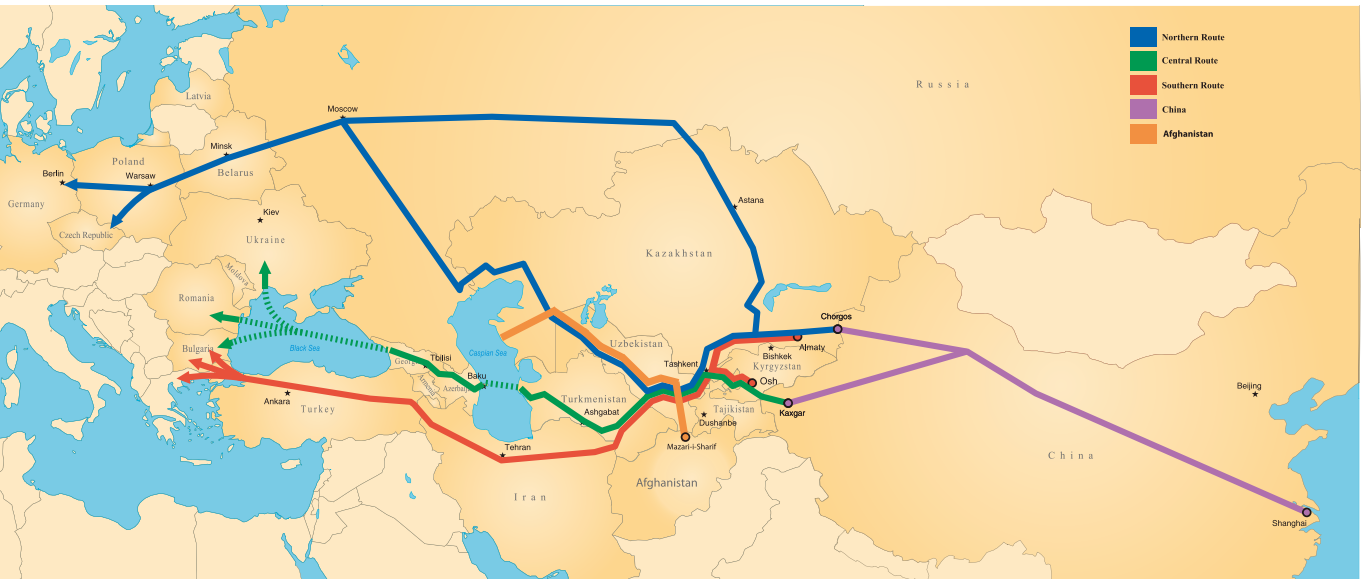
The project calls for creation of an international highway crossing an exhibitory model terrain over the territories of several states, with a complex of auxiliary infrastructures along it (gasoline stations, parking lots, motels and other facilities for the drivers' rest, motor vehicle repair and maintenance centres, road transport border crossing points, etc.).

All combined this should create favorable conditions for road transport haulage. The Project was supported by the World Bank, Asian Development Bank, European Bank for Reconstruction and Development, the Black Sea Bank for Trade and Development, World Customs Organisation, Intergovernmental Commission (IGC) TRACECA, and a number of European and Asian states. Formal notices supporting the MHI project keep on arriving.



1.5. Progress of IRU NELTI project Phase 2 – facts and figures

During the second Phase of the NELTI Project the number of international freight haulage routes increased. The Chinese and Afghan routes have been added to traditional Northern, Central and Southern routes.



Pic. 2 NELTI's road routes

In the course of the second Phase on the NELTI Project the total number of round trips made by the project's participants amounted to 459 trips, i.e. three times higher compared to Phase 1 (see fig. 3).

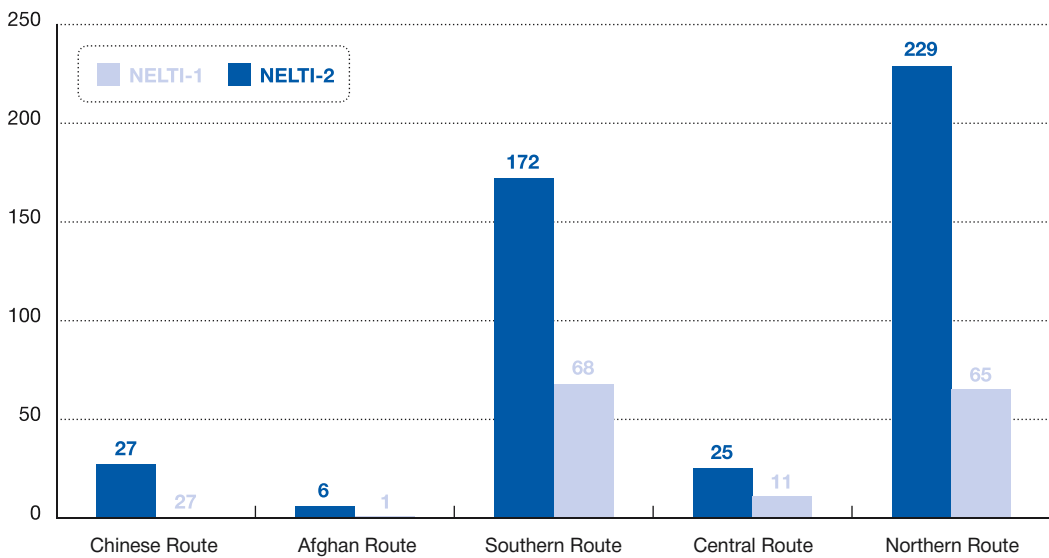


Fig. 3 Comparative Table of the number of round trips conducted within the framework of the first and second Phases of IRU NELTI Project.

The intensity of haulage operations over the above routes varied. Except for the carriages in China, which have been monitored by the ADB, the total number of round trips made by the participants of the Project's Phase 1 and Phase 2 amounted to 604 trips (fig. 4).

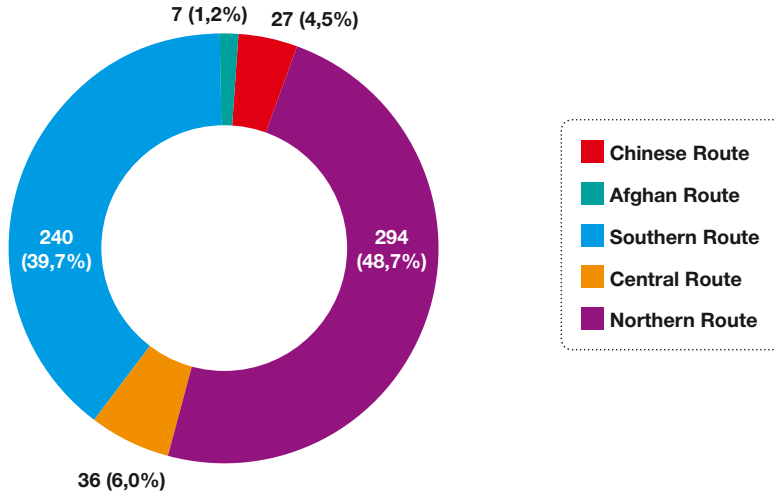


Fig. 4. Distribution of the overall number of round trips over the NELTI main routes in the course of Phase 1 and Phase 2

Thus, the haulage operations were the most intensive along the NELTI Northern Route where the drivers of participating companies filled out the greater portion of logbooks.

The overall distance covered by the carriers amounted to **1845 thousand km**. The distance distribution over NELTI routes is shown in fig. 5.

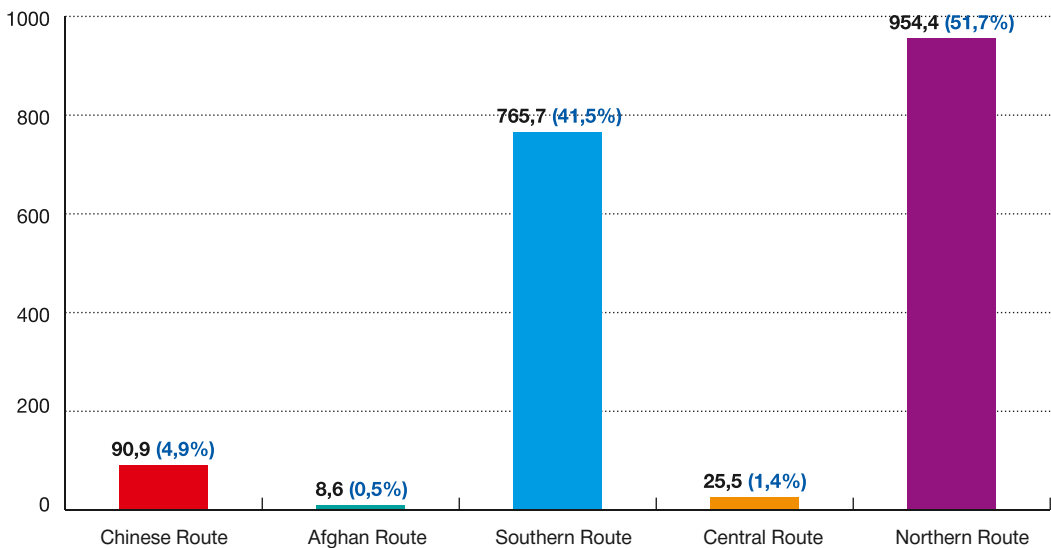


Fig. 5. Distribution of distances covered by trucks participating in IRU NELTI Phase 2 (thousand km and %).



Thus, the average distance covered by an average vehicle in one round trip approximately was **4019 km**. At the same time, the figures of average distances of haulage varied considerably along the certain NELTI routes (fig. 6).

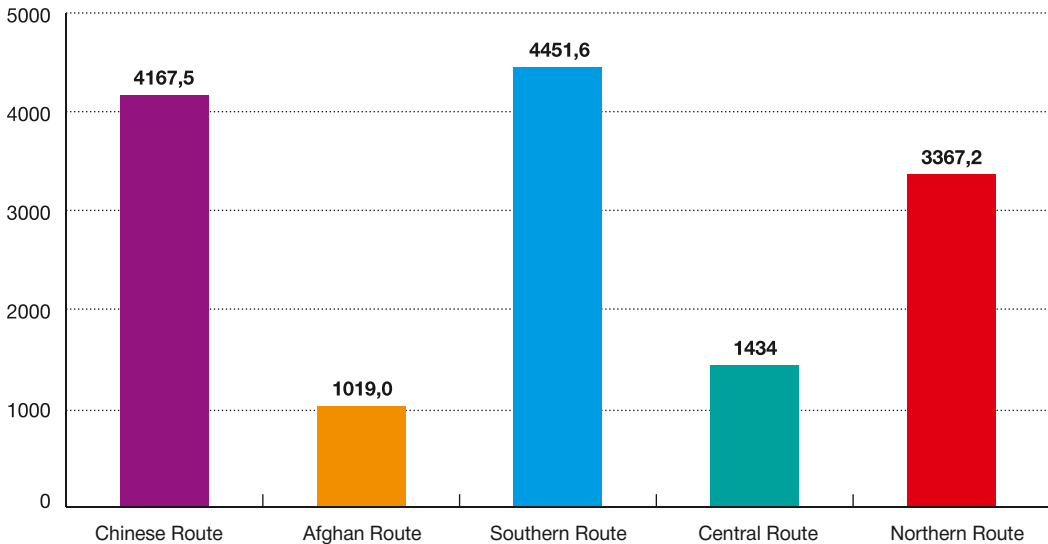


Fig. 6. Average distance of freight haulage of 1 ton of cargo within Phase 2 of the IRU NELTI Project (shown in km).

The overall volume of freights transported during the period of implementation of Phase 2 of the IRU NELTI Project amounted to **9.2 thousand tons (the overall volume of freights during both the Phases amounted to 13.4 thousand tons)**. The range of freights carried within the project remains extensive – from food products (confectionery, vegetables, fruits, dried fruits, etc.) and semi-products (wool, yarn, rubber, spare parts, etc.) to medicines, equipment, diplomatic and humanitarian cargo, household appliances, and electronics devices.

The average load per vehicle participating in IRU Project NELTI Phase 2 differed depending on the route: 16.8 tons on the Northern, 18.1 tons on the Central, and 25.8 tons on the Southern Route.

The average cargo movement speed along NELTI routes makes 18.4 km/h, which is equivalent to approximately 450 km per day. The reason for this low speed of freight delivery is the numerous stoppages on the way. The reasons for stoppages are both objective (petrol filling, meals, drivers’ rest and road traffic regulation), and unwarranted (downtime at border crossing points, delays due to check-ups and document clearance, etc.). The estimates are that the average speed with no downtime at the borders, but with the drivers having a night’s rest increases up to 30.4 km/h (730 km a day). Thus, downtime at border crossing points results to a loss in the traffic dynamics equivalent to 280 km per day.

Over the period of haulage operations, the drivers have paid about USD **573** thousand in official duties, while unofficial exactions made more than USD **187** thousands (table 1).

These estimates show that the average amount spend by transporters in the form of official and unofficial payments for one round trip (excluding the amounts paid for night

Table 1. The size of official and unofficial levies paid by road transport carriers participating in haulage along the selected NELTI routes

Route	Overall size of official duties paid, USD thousand	Overall size of unofficial exactions the carriers had to pay, USD thousand	Proportion of unofficial exactions in the carriers' overall expenditures (except fuel and rest expenses), %
Northern	228	73,8	32,4
Central	15,1	1,6	10,6
Southern	282,3	97,8	34,6
Chinese	12,1	0	0,0
Afghan	35,4	13,8	39,0
Total	572,9	187	32,6

rest, meals and fuel) amount to USD1.6 thousands, out of which USD410 are bribery charges. The most critical situation was registered at the Southern route where the average bribe amounted to USD570 and Afghan route with USD510 of bribes. The most liberal route appeared to be the Central route, where the average bribe amounted to USD60 for one round trip.

Nevertheless in some cases the sizes of kickbacks may be few times higher compared to the average size, depending on the particular state.

More detailed information on the structure of time and money expenditures along the various NELTI routes is available on IRU NELTI web site <http://www.iru-nelti.org/index/monitoring>.

The implementation of the NELTI Project has revealed promising prospects for expanding road haulage between Europe and Asia. These prospects need to be considered in the context of the global economic processes currently at work. The drop in trade volumes, including those between Asia and Europe, will surely have a knock-on effect on the global logistics chain. As the world economic crisis expands, existing approaches will need to be reassessed. When reviewing alternative options for goods deliveries, primary consideration will be given not to the lowest price, but to quality indicators. The role of road haulage in this new global logistical system can only increase, since road haulage allows goods to be delivered more quickly, more safely and to the very door of the customer.

In the aftermath of a global crisis, road haulage should come out in a dominant position, including for long-haul road shipments. It is particularly important that these changes to the market for cargo shipments between Asia and Europe come at a time when the process of synchronizing legal systems is already under way. The remaining transit countries are preparing for accession to the WTO and entering into force the number of regional agreements, which will create favorable conditions for road transit shipments, are about to be implemented. These include the SCO multi-lateral agreement on international road transportation, the tri-lateral agreement between Kyrgyzstan, Uzbekistan and China and a number of other agreements.



Chapter 2. Road Map for the development of international road transport along Europe-Asia routes

The Final Report on the results of the IRU NELTI Project's first phase defined common-recommendations on the development of international road transport between Asia and Europe.

It is evident, that all the states of the Euro-Asian Region will benefit from the development of Euro-Asian road transport haulage, whether from China to Europe after China accedes to the TIR Convention or freight transportation from Afghanistan to Central Asia and Europe, since it will lead to the increase of transit movement volumes, the area of transportation routes and as a result, profits and employment in the field of support services, including construction, technical service, trade, catering, hotel business, etc.

Since it has been established, that the road infrastructure does not deter the development of road transport haulage, most of the proposed measures are related to the state control and designing of the effective modes of state-business interaction.

The list of actions and measures, which are to be undertaken at the multilateral, bilateral and national levels to support the development of international road transport haulage between Europe and Asia is presented in the form of the Road Map. The Road Map has been created for every Euro-Asian state and focuses on the current problems related to each country.

The Road Map is expected to be implemented within a three year period. However, the target timelines indicated for the realisation of certain measures are approximate and will be confirmed at a later date.

Since the adoption of basic decisions related to the competence of the Governments, each Road Map starts with the Chapter "Systematic measures". It is followed by the list of measures, which are to be implemented in close cooperation with states and business communities.

One of the top priority systematic measures is the modernisation of the system of Bilateral Inter-Governmental agreements on international road transportation, which still remains the basis for cargo haulage between the Euro-Asian states. With regard to this it seems necessary to conduct a detailed revision of all bilateral agreements, regulating international road haulage. Measures, restricting the development of international transportation, should be identified and followed their removal by introducing the amendments or conclusion of new agreements including alternative multilateral regional agreements.

The modernisation of the existing system regulating international transport haulage is aimed at the provision of freedom of transit. It is necessary to cancel permits for transit transportation notably their quantitative restrictions and payment for their issuance. Transit movement should be free in accordance with Article V of the General Agreement on Tariffs and Trade (GATT), irrespective whether the country is a WTO member or only in the process of negotiations on its accession to the WTO.

The next measure should be a step-by-step removal of quoting at the time of issuance of bilateral permits for conducting international transportation. Transport permits should be issued to the road transport companies when needed and should not restrict the trade process.

Since there are no agreements with certain states (in particular China and Afghanistan) it looks reasonable to initiate their conclusion and thus removing legal vacuum of the future development of road transportation along the Euro-Asian routes, specified in NELTI.

Preparation and conclusion of the regional multilateral agreements on international road transportation (with multilateral permits) can become one of the key measures, which will provide the solution to the problem of the complicated procedures of revision of the existing bilateral agreements. These agreements of horizontal type will allow the establishment of unified rules for transporters access to markets, free transit passage, exemption from double taxation, etc. Such agreements will provide the same advantages which have been achieved earlier within the framework of the similar market liberalisation policy in the field of the international road transportation in the European Union. At present the preparation of the similar agreements is underway within the Shanghai Co-operation Organisation (SCO) and the Economic Cooperation Organisation (ECO).

Another instrument of developing international road haulage is the support of successive development of the system of the ECMT and BSEC multiple permits. The first enables to develop the effective transportation to Europe and across the territory of the EU member states; the second is aimed at creating similar to ECMT conditions in the Black Sea Region. The pilot project of transportation with the usage of the BSEC permits was initiated in January 2010, but some of the key states, like Azerbaijan and Ukraine did not participate in the Project. Besides, it is necessary to support the wider usage of the BSEC permits, both in terms of their quantity and territory coverage, at the level of the BSEC and its governing bodies (including the Steering Committee of the MoU on Facilitation of Road Transport of Goods in the Black Sea Region).

The accession of the Euro-Asian states to UN international conventions and agreements in the field of transport is determined by the necessity to integrate their national transport sectors into the international transport system and introduction of international norms and standards in the field of techniques and technologies, border-crossing procedures, road safety, lower costs for transport operators and reduction of the harmful environmental impact of the road transport.

All the states are recommended to accede to the new Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note and harmonisation of the national legislation in accordance with requirements of Annex 8 to the Convention on the Harmonisation of Frontier Controls of Goods which also provides the unified International Vehicle Weighing Certificate.



In the field of customs regulation procedures it is possible to considerably reduce waiting periods for trucks at the border-crossing points, reduce costs for transport operators and increase the efficiency of international road transport haulage by:

- The harmonisation of the customs procedures, rules and documentation, required during state border crossings in accordance with international norms, established by World Customs Organisation.
- Modernisation of border-crossing points infrastructure provision of the up to date equipment (e.g. scanning of vehicles, etc.) and computerisation that will enable the usage of modern information technologies and arrange the exchange of information with the customs bodies of other states.
- The introduction of the system of customs electronic pre-declaration of goods (TIR-EPD) at the main transit road check-posts.
- Efforts to eliminate all forms of bribery, corruption and fraud from the customs officials at the local customs stations.

In addition it may be reasonable to implement the procedures of joint cargo inspection with the control bodies of the neighboring states, in the first place at the main transit road transport crossing points, based on “single window” principle and the EU unified administrative document. The EU experience in the fields of administration and control over border crossing points operations can also be implemented in the Euro-Asian states with the high level of effectiveness.

A separate chapter of the Road Map is dedicated to the development of ancillary road infrastructure. The Euro-Asian states are interested in modernisation of the national legislation in the field of concessions and paid facilities of the transport infrastructure to awake interest possible investors and provide the non-discriminative access of transport operators to the national transport communications.

The development of the road transport border crossing points infrastructure with participation of private investors in accordance with the PPP mechanisms and the utilisation of the existing international best practices can be implemented within the new IRU project – “Model Highway Initiative” (MHI).

The development of Euro-Asian road transportation haulage will require considerable growth of access to ferry lines at the Black and Caspian Seas. Ferry crossing operations represent one of the important components of the international shipping business.

The results of this cooperation will include:

- Provision of regular and strict adherence to the timetable at the ferry lines, publication of this timetable for better planning of transportation by the road transporters, dealing with cargo deliverance operations between Asia and Europe.
- Elimination of discrimination of the road transport operators in comparison with the railway companies in the order of priority at the embarkation on the ferries at the sea ports⁴.

⁴ Since most of the ferries, which are presently in operation at Black and Caspian Seas, are universal and are capable of transporting both vehicles and railroad wagons.

- Provision of additional ferries in case of a significant increase of road transport haulage between Europe and Asia.
- Development of interaction between shipping business and appropriate port administration of Azerbaijan Republic, Georgia, Kazakhstan and Ukraine in order to simplify and speed up the administrative procedures at the sea ports.
- The development of interaction of the shipping business with the forwarding companies in order to improve the system of advanced booking of ferry service, which will allow to define the necessity of introducing additional ferry services in case of vehicles overflow and reduce waiting time for vehicles at these sea ports.

One of the important issues in all the Euro-Asian states is the necessity to renovate of the park of trucks, involved in international transportation and increase the unit weight of the EURO-4 and EURO-5 vehicles, and EURO-6 vehicles in the near future. It will support the expansion of access to the European markets and minimise harmful environmental impact. Since the cost of new vehicles is high it may be appropriate to use fleet lease vehicles more on a more active basis. Taking into account the above it may be appropriate to:

- Study the issue of removal or cordial reduction of import customs duties on modern trucks, involved in international road transport haulage.
- Broaden the usage of leasing schemes, including transnational, for fleet replacement in transit states.
- Promote the establishment of new leasing companies on the territory of Euro-Asian states, or expand the access of existing companies to develop a leasing services market.

Finally, another major issue that will play an important role in the development of international transportation market along Europe-Asia routes, is training and professional development of drivers and the staff of road transport companies and government institutions responsible for national transportation networks.

Traffic increase along Asia-Europe routes will require new high quality training systems to future develop and improve drivers skills and knowledge of foreign languages. Besides it seems very important to reliably protect the profession of a driver, who conducts international road transportation, from persons who may carry a threat to security and quality of provided services. Taking into account the above stated it seems necessary to undertake the following steps:

- Expand the implementation of educational programs aimed at increasing professionalism of the international transport haulage participants, including teaching process in the leading institutes;
- Utilise the potential of the IRU Academy for training administration staff of the road transportation companies and providing advanced training to professional drivers carrying out international road transportation haulage;
- Modernise the selection criteria for employment of professional drivers. Make use of the international experience and recommended practice related to issuance of permits for international driver's profession for the purpose of increasing the quality and safety of transportation.
- Support further of language skills training for drivers conducting long-distance international transport haulage.

ی مهد گهواره فرهنگ و تمدن آریانای کهن خوش آمدید!



FAVAT
10103

The Islamic Republic of Afghanistan

The most important task, currently facing international governmental and non-governmental organisations and also international financial institutions, is the restoration of the economy, trade and transport system of the Islamic Republic of Afghanistan

Due to Afghanistan's geographic location (500 km. away from the nearest sea coast – Persian Gulf) its mountainous–desert landscape including high mountain ranges and Hindu Kush plateau up to non-melting snows belt; historical preconditions of transport network formation and present state of the transport infrastructure, the number of cargo transportation routes between Afghanistan and world markets is very limited. Despite of the fact that Afghanistan's road infrastructure is the only accessible means ensuring external economic links, utilisation of direct cargo transportation routes between Afghanistan from one side and Central Asia, Europe and China from the other, at present is very limited, indicating that the advantages of auto transport are underestimated.

The inclusion of Afghanistan in the international road transportation network forms a difficult task, the solution of which requires great efforts to harmonise national road infrastructure, vehicle fleet and administration system with the international standards. Afghanistan needs to accede to the most important international agreements and conventions, recommended in the UN ESCAP resolution 48/11 and also launch TIR system in accordance with 1975 TIR Convention of which Afghanistan is a Party.

It is evident that Afghanistan should be integrated into the system of regional legal agreements in the field of international transportation of goods. It will enable the definition of conditions for cargo access to the carriers from Afghanistan and neighboring states, promotion of long-haul transportation. It is necessary to assist the Afghan Government in expanding its participation in the regional transport agreements. The accession of Afghanistan to regional agreements on international road connections with China can be considered as one of the variants.

Below is the Road Map for development of international road transport haulage in the Islamic Republic of Afghanistan. The Road Map is the plan of consecutive restoration and development of the country's potential in the field of international road transport haulage.

It stipulates gradual opening of the Afghan market for international traffic, facilitate access of Afghan and foreign companies to markets of goods, manufactured in Afghanistan, which enable the development of export goods transportation from Afghanistan to Central Asian, European states and China. In recent years reconstruction of over 5 000 km of roads including 2.200 km of Afghan ring road has been actively conducted. The main donors included USAID, Asian Development Bank and World Bank. Road maintenance and prevention of roads destruction caused by overloaded trucks should also become the main priority of the Afghan Government's transport policy. Finally, the Road Map attaches great attention to the development of support and logistic infrastructure. The IRU "Model Highway Initiative", envisaging development of one section of the Model highway as part of the motorway connecting Kabul with the Nizhniy Pyanj border crossing point at the Tajik-Afghan border, is aimed at solving these issues.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Preparation and conclusion of multilateral agreements on development of road transport haulage and facilitation of transit between the Islamic Republic of Afghanistan and its potential trade partners – China, and Central Asian, Caucasian and European countries.	The agreements should set up a legal framework for future road transport haulage between Afghanistan and China across Tajikistan and Kyrgyz Republic (Uzbekistan and Republic of Kazakhstan, and also between Afghanistan and Europe by transit across the territories of Central Asian and Caucasian states	2011-2012	Government of the Islamic Republic of Afghanistan in conjunction with the governments of stakeholder countries and with participation by international experts	<ol style="list-style-type: none"> 1. Greater access for Afghan road transport companies to the international freight haulage market; 2. Greater access for carriers from the countries party to the Agreements to the Afghan haulage market; 3. Expansion of the geography and facilitation of Afghanistan's trade; 4. Implementation of the projects of "back cargos from Afghanistan" 5. Creation of stimuli for modernisation of the vehicle fleet in Afghanistan
I.2.	Modernisation of the current bilateral agreements on international road transportation and transit with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of current bilateral agreements will make it possible to reveal the points of restriction on international road transport haulage, and also to produce a staged plan to remove them by introducing changes and amendments coordinated with the governments of the partner countries concerned	2011-2013	Government of the Islamic Republic of Afghanistan in conjunction with the governments of stakeholder countries and with participation by international experts	<ol style="list-style-type: none"> 1. Greater access for Afghan road transport companies to the international freight haulage market; 2. Greater access for carriers from the countries party to the Agreements to the Afghan haulage market; 3. Expansion of the geography and facilitation of Afghanistan's trade; 4. Providing for effective transit of Afghan freights through the territories of neighbouring states. 5. Creation of stimuli for modernisation of the vehicle fleet in Afghanistan.
I.3.	Afghanistan's accession to the ECO multilateral permits system	An opportunity to apply the ECO multilateral permits in the territory of Afghanistan. The ECO multilateral permit may become a supplement to the current bilateral permits and also expand the geography of freight haulage between Afghanistan and ECO countries	2012-2013	Government of the Islamic Republic of Afghanistan in conjunction with the governments of stakeholder countries and with participation by international experts	<ol style="list-style-type: none"> 1. Greater access for Afghan road transport companies to the international freight haulage market; 2. Greater access for carriers from the ECO countries to the Afghan haulage market; 3. Expansion of the geography and facilitation of Afghanistan's trade; 4. Creation of stimuli for modernisation of the vehicle fleet in Afghanistan. 5. Formation of a full-fledged multilateral system of road transport haulage in the ECO region.

II. Integration into the Asian and Global transport systems					
II.1	Bringing national legislation into accord with the 2004 Intergovernmental Agreement on the Asian Highway Network	<ol style="list-style-type: none"> 1. Development of international freight haulage routes in the territory of Afghanistan; 2. Unification of standards in the area of road transport infrastructure 	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Improvement of the technical quality of national motor roads 2. Attracting foreign investments into rehabilitation and development of motor roads 3. Greater speed of freight deliveries, combined with greater safety of road transport
II.2	Accession to the 1968 Convention on Road Traffic and harmonise national standards concerning international road transport under this Convention	Bringing the national system of road transport traffic in Afghanistan into accord with universally accepted standards	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Greater safety of road traffic and reduction of the accident rate 2. Implementation of UN-ESCAP Resolution 48/11
II.3	Accession to the 1968 Convention on Road Signs and Signals and harmonise national standards concerning international road transport under this Convention	Bringing the national system of road transport traffic in Afghanistan into accord with universally accepted standards	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Greater safety of road traffic and reduction of the accident rate 2. Implementation of UN-ESCAP Resolution 48/11
II.4	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and harmonise national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic check-ups of vehicles employed in international road transport haulage	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet in Afghanistan; 2. Greater safety of road traffic
II.5	Development of the system of international road transport haulage with application of the TIR carnet in accordance with the 1975 TIR Convention	Launching practical application of the TIR carnet in the area of international road transport haulage, and of all supplementary TIR instruments, such as IRU TIR-EPD and Real Time SafeTIR	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Lower transport component in prices of transported goods 2. Considerable reduction in the time of frontier crossing to neighbouring countries; 3. Greater access for Afghan road transport companies to the international freight haulage market; 4. Greater access for carriers from neighbouring countries to the Afghan market. 5. Implementation of UN-ESCAP Resolution 48/11



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.6	Accession to the 1956 Convention on the Contract for the International Carriage of Goods by Road (CMR) and harmonisation of national legislation with this Convention	Introduction of the universally accepted Contract for the International Carriage of Goods by Road and the CMR Bill of Lading that are used in freight deliveries in all neighbouring countries of Central Asia	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Lower transport component in prices of transported goods 2. Greater access for Afghan road transport companies to the international freight haulage market; 3. Greater access for carriers from neighbouring countries to the Afghan market. 4. Implementation of UN-ESCAP Resolution 48/11
II.7	Accession to the 1972 Customs Convention on Containers and harmonisation of national legislation with the requirements of this Convention	Simplification of container freight haulage in Afghanistan	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Lower transport costs in prices of transported export and import goods 2. Implementation of UN-ESCAP Resolution 48/11
II.8	Accession to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods, and bringing national legislation into accord with the requirements of the Convention and Annex 8 thereto that entered into force in May 2008	<ol style="list-style-type: none"> 1) Facilitation of visa procedures for professional drivers; 2) Regular information for all parties involved in international transport operations on harmonised and coordinated procedures of frontier control; 3) Requirements for international road transport operations providing for all necessary control procedures at the points of departure and destination for the goods transported by road so as to alleviate congestions at frontier crossing points; 4) Providing for priority frontier crossing for urgent consignments, e.g. live animals and perishable goods; 5) Accepting the International Technical Inspection Certificate; 6) Introduction and recognition of the International Vehicle Weighing Certificate 7) Establishing minimum requirements for frontier crossing points open for international goods traffic 	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Afghan carriers 2. Shorter periods of waiting at the frontiers, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and prices of freight delivery for customers
II.9	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of Afghanistan and the system of control over these carriages	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Harmonisation of the system of dangerous goods carriage with neighbouring states 3. Lower transport component in prices of transported goods
II.10	Accession to the 1970 Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, and bringing national legislation into accord with its requirements	Harmonisation of the system of perishable foodstuffs carriages in the territory of Afghanistan and the system of control over these carriages	2011-2012	Government and National Assembly of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Harmonisation of the system of perishable foodstuffs carriage with neighbouring states. 3. Lower transport component in prices of transported goods

III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points (Afghan borders with Iran, Tajikistan, Turkmenistan and Uzbekistan)	The truck, passenger car, and bus and coach traffic lanes divided at frontier crossing points, and a special lane allocated for vehicles running under the TIR procedure	2012-2013	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of IRU Electronic Predeclaration system of freights (TIR-EPD)	Preliminary electronic notification of customs services about the freights and vehicles running under the TIR procedure.	2012-2013	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction of joint check-ups of vehicles at the frontier	Providing for freight check-up procedures at the frontiers performed by a single authorised state agency	2012-2013	Ministry of transport of Afghanistan, State Customs Service, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the frontiers, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the frontiers; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
III.4	Introduction of a "single window" system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the frontiers performed by a single authorised state agency	2012-2013	State Customs Service upon coordination with other competent services of Afghanistan	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the frontiers, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the frontiers; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of logistic system					
IV.1	Creation of a network of logistic centres to serve consolidation and export of Afghan goods to foreign markets by road transport	Creation of consolidating logistic centres to collect export goods from various parts of Afghanistan and form consignments for prompt deliveries to countries in Europe, America and Asia across Central Asia. Creation of these consolidating storage facilities does not require considerable investments. It is important, however, that these centres should be deployed near road transport crossing points at the frontiers with neighbouring Central Asian countries (Tajikistan, Turkmenistan and Uzbekistan). Employment of logistic centres to consolidate empty containers and evacuate them from Afghanistan	2011-2012	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Attracting investments into the Afghan economy; 2. Development of export-oriented production (agricultural products, textiles, cotton, construction materials, etc.); 3. An increase in Afghanistan's export revenues; 4. Greater employment for the local population.



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of thoroughfares included in the road networks of the AH category, in the TRACECA and CAREC corridors, and also in the system of the major Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport links	2011-2013	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. A series of multiplicative effects associated with road network development; 2. Integration of Afghanistan's highways into the Asian road network; 3. Attracting foreign investments into development of the transport sector. 4. Enhanced safety of road traffic 5. Lower harmful impact on the environment and reduction of fuel consumption
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Afghanistan's more active participation in international projects and programs: <ul style="list-style-type: none"> • CAREC; • TRACECA; • Projects and programs implemented by the IRU (NELTI, MHI) 	2011-2013	Ministry of transport of Afghanistan	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs dealing with development of motor road infrastructures 2. Making Afghanistan's highways more attractive for carriers from neighbouring countries
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project in creating a Model Highway at a road section in Central Asia	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure (including frontier crossing points) from Kabul to Afghanistan's border with Tajikistan (Nizhniy Panj), involving: <ul style="list-style-type: none"> • border crossing points; • filling stations; • parking facilities; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport of Afghanistan, State Customs Service and other governmental bodies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in Afghanistan's territory 2. Building up additional freight traffic on Afghanistan's transport communications
VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing Afghanistan territory. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport of Afghanistan, State Customs Service and other governmental bodies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on roads in Afghanistan; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.

VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for development of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Harmonisation of Afghanistan's vehicle fleet with international requirements 2. Greater safety of road traffic 3. Attracting additional investments into the development of Afghanistan's economy
VII.2	Promotion of development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Afghan market	2011-2013	Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Harmonisation of Afghanistan's vehicle fleet with international requirements 2. Greater safety of road traffic 3. Attracting additional investments into the development of Afghanistan's economy
VIII. Visas for professional drivers					
VIII.1	Introduction of the practice of multiple visa issuance for professional drivers	Issuance of multiple visas valid for up to 1 year for professional drivers from the countries that have agreements with Afghanistan on international road transport communications Simplified access for foreign carriers to Afghanistan's territory and for Afghan carriers to neighbouring countries (since visa issues are handled on a reciprocal basis)	2011-2013	Government of the Islamic Republic of Afghanistan in conjunction with the governments of stakeholder countries	<ol style="list-style-type: none"> 1. Greater access for carriers from stakeholder countries to the Afghan haulage market 2. Greater access for Afghan carriers to foreign markets
VIII.2	Introduction of the practice of visa issuance for professional drivers at the frontier	Visa issuance at the frontier (on demand) for professional drivers from the countries that have agreements with Afghanistan on international road transport communications Simplified access for foreign carriers to Afghanistan's territory and for Afghan carriers to neighbouring countries (since visa issues are handled on a reciprocal basis)	2011-2013	Government of the Islamic Republic of Afghanistan in conjunction with the governments of stakeholder countries	<ol style="list-style-type: none"> 1. Greater access for carriers from stakeholder countries to the Afghan haulage market 2. Greater access for Afghan carriers to foreign markets
IX. Access to profession and training standards					
IX.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Transport Ministry of Afghanistan	<ol style="list-style-type: none"> 1. Creation in Afghanistan of a system of training and qualification upgrade for drivers and managerial personnel 2. Greater safety of road traffic 3. Greater access for Afghan carriers to foreign markets



The Republic of Armenia

The road transport sector plays an extremely important role in the economy of the Republic of Armenia, providing transportation of 54% of the whole cargo value and more than 84% of all passengers. The role of the sector in expanding foreign economic ties is even more significant considering the absence of the access to the sea and limited number of transport routes connecting the Republic of Armenia with the European and Asian markets.

In such a situation the improvement of the Armenia road transport sector's competitiveness and decrease of the transportation charges in the cost of exported and imported goods is one of the priority tasks of the state policy in the field of transport development. Therefore special attention in the Program of the Government of the Republic of Armenia for the years 2008 – 2012 is deliberately paid to the problem of developing road transport and infrastructure. Particularly, it puts the task of expanding the geography of transportation, diversification of transport services, in accordance with the latest technologies of the highest quality according to international criteria.

Below is the Road Map for development of international road transportation in the Republic of Armenia. Its implementation is aimed at realisation of tasks stated in the documents of the Government of the Republic of Armenia, increasing the competitiveness of the national carriers at the international market, creation of reliable transport linkages between the Republic of Armenia and European states from one side and also with the Asian continent from the other.

The main components of the Road Map include recommendations on modernisation of legal regulation in the field of international road transportation in the Republic of Armenia in the following areas:

1. Facilitation of international traffic and border crossing procedures;
2. Harmonisation of legislation by broader participation in the UN agreements and conventions and modernisation of bilateral agreements of the Republic of Armenia in the field of international road transportation;
3. Advantages, provided by the system of multilateral permits such as ECMT and BSEC quotas;
4. Development of main and ancillary road infrastructure along the most important international routes in Armenia in accordance with the best European practices.

The implementation of the Road Map provisions will enable the road transport sector to increase its contribution to the socio-economic development of the Republic of Armenia and release its potential in promoting international road transportation between Europe and Asia.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements;	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia	2011-2013	Government of the Republic of Armenia	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets and by foreign carriers to Armenian market (reciprocal liberalisation). 2. Facilitation procedures of bilateral permits for carriers 3. Reduction of the transport component in prices of export and import goods.
I.2.	Promotion of further development of the BSEC multilateral permits system	Bilateral negotiations with other BSEC Member States, which have not yet acceded to the BSEC multilateral permits system (inclusion of questions, concerning accession to the BSEC multilateral permits system into the bilateral negotiations agenda)	2011-2012	Government of the Republic of Armenia	<ol style="list-style-type: none"> 1. Expansion of access by Armenian road transport companies to haulage services markets in the Black Sea region 2. Reduction of the transport costs in prices of Armenian export and import goods
I.3	Actions in favor of the ECMT multilateral permits system	In the framework of the International Transport Forum (ITF), measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions. A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the vehicle fleet.	2011-2012	Government of the Republic of Armenia, Ministry of transport and communications of the Republic of Armenia	<ol style="list-style-type: none"> 1. Greater opportunities for national road transport operators in gaining access to freight haulage markets in third countries (firstly in Europe). 2. Armenia's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits. 3. Renovation of the trucks fleet employed in international freight haulage. 4. Effect for customers (reduction of the transport costs in prices of Armenian export and import goods).
II. Integration into the European and Global transport systems					
II.1	Accession to the 1968 Convention on Road Signs and Signals and harmonisation of national standards concerning international road transport under this Convention	Bringing the national system of Road Signs and Signals in the Republic of Armenia in accordance with the European standards	2011-2012	Government and Parliament of the Republic of Armenia	Greater safety of road traffic and reduction of the accident rate

II.2	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles, and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, registered in the Republic of Armenia, its equipment and parts.	2011-2012	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Greater safety of road traffic
II.3	Accession to the 1997 Agreement concerning Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection, and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic inspections of vehicles employed in international road transport haulage	2011-2012	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Greater safety of road traffic
II.4	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Republic of Armenia	2011	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Armenian companies 2. Easier transition of the international road transport haulage sector to application of modern information technologies
II.5	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; • Introduction and recognition of the International Vehicle Weighing Certificate • Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Armenian companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
II.6	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of the Republic of Armenia and the system of control over these carriages	2011-2012	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Lower transport component in prices of export and import goods



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.7	Accession to the 1970 Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, and bringing national legislation into accord with its requirements	Harmonisation of the system of perishable foodstuffs carriages in the territory of the Republic of Armenia and the system of control over these carriages with international requirements	2011-2012	Government and Parliament of the Republic of Armenia	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Lower transport component in prices of export and import goods
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2011-2012	Ministry of transport and communications of the Republic of Armenia, Armenian Customs Service	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and vehicles running under the TIR procedure.	2011	Armenian Customs Service	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring state (Georgia, Iran)	2011-2012	Ministry of transport and communications of the Republic of Armenia, Armenian Customs Service, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
III.4	Introduction of a "single window" system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	Armenian Customs Service upon coordination with other competent governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the E-roads network, TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Armenia	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Armenian highways into the European road network 3. Involvement of foreign investments in the development of the transport sector

IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up the Republic of Armenia participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • Trans-European network for motorways Project (TEM); • Black Sea Ring Highway (BSRH) Project; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of transport and communications of the Republic of Armenia	Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the main international routes on the territory of the Republic of Armenia	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Republic of Armenia, Armenian Customs Service, competent governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in the territory of Republic of Armenia 2. Building up additional freight traffic on Armenian transport communications
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important routes linking Republic of Armenia with Georgia and Iran Making use of the IRU MHI and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport and communication of the Republic of Armenia, Armenian Customs Service, competent governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on Armenian transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VII. Truck fleet modernisation					
VI.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of the Republic of Armenia	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Attracting additional investments into Armenian economy
VI.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies in the Republic of Armenia	2011-2013	Government of the Republic of Armenia	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Attracting additional investments into Armenian economy
VIII. Access to profession and training standards					
VII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communication of the Republic of Armenia	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Armenian carriers to foreign markets



The Republic of Azerbaijan

The geopolitical location of the Republic of Azerbaijan predetermines its special place in Euro-Asian Region at the crossing of two transport corridors, i.e. Europe-Caucasus-Asia (TRACECA) and North-South. Due to this fact the development of international road transport haulage in Azerbaijan meets not only the interests of the country's economy but of the whole Euro-Asian Region. The economy of the Republic of Azerbaijan is one of the most fast growing economies in the Region. The transport sector is also growing rapidly – the length of the first-class highways is increasing; the new seaport Alyat at the Caspian Sea, which will become the biggest multimodal regional logistic center, is under construction.

The road transport sector of Azerbaijan Republic plays an extremely important role in serving the state's foreign trade and transit of goods across its territory. The potential of the road transport of the Azerbaijan Republic has substantially improved in recent years. The truck fleet is being intensively renovated; areas, covered by transport operations, are increasing. Azerbaijan companies have lately improved their competitiveness and are increasing their access to the European and Asian transport markets. The successes of the Azerbaijan road transport sector mainly arise from an active and constructive policy pursued by the Association of International Road Carriers of the Republic of Azerbaijan (ABADA). At the same time there is a wide range of hidden opportunities the realisation of which can give a new impetus to the international road transport development in Azerbaijan. Implementation of the following Road Map provisions could be instrumental in releasing these possible opportunities of the Republic of Azerbaijan and enhancing the competitiveness of Azerbaijan operators at the international road transport market.

The key elements of the Road Map include:

1. Active involvement of the Azerbaijan carriers into the system of Euro-Asian haulage;
2. Geo-strategic advantages of Azerbaijan Republic's location at the Caspian Sea through development of road-to-sea ferry lines to the European standards;
3. Modernisation of bilateral road transport agreements of the Azerbaijan Republic will enable broader market access for operators and reduce their costs;
4. The usage by Azerbaijan of the advantages provided by multilateral permit systems such as ECMT and BSEC to scale up operations between third country markets;
5. Consistent harmonisation and simplification of border-crossing procedures as a systemic instrument of road transport development and reduction of the transport share in the price of exported/imported goods;
6. Development of ancillary infrastructure along the most important international routes of the Republic of Azerbaijan in line with the highest European standards;
7. Improvement of the professional training system of the participants of the Azerbaijan international road transport market.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	<p>Modernisation of the current bilateral agreements on international road transportation with other countries:</p> <p>a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes;</p> <p>b) harmonisation of current and future bilateral agreements;</p>	<p>Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage:</p> <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. <p>The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia</p>	2011-2013	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets 2. Facilitation procedures of bilateral permits obtaining for carriers 3. Reduction of the transport component in prices of export and import goods.
I.2.	<p>Preparing and signing a GUAM four-party regional agreement on international road transportation (as an alternative measure, to amend the current bilateral agreements in order to introduce permit-free road transport haulage inside the GUAM and free transit of freights and trucks along the Europe – Asia routes.</p>	<p>The agreement can replace 6 current bilateral agreements signed by GUAM member states, and harmonise the road transport haulage regimes over the entire GUAM territory on the basis of a permit-free system. Implementation of this system may help achieve within the GUAM territory the results recorded in p. 1.1.</p>	2011-2012	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Lifting restrictions on international freight haulage over the GUAM space for carriers from GUAM member states. 2. Reduction of the transport component in prices of foreign trade goods carried within the GUAM framework.
I.3.	<p>Negotiation and drafting of a bi/multi-lateral agreement on international road transportation with the People's Republic of China</p>	<p>The agreement should create a legal framework for future road transport haulage between China (following its accession to the 1975 TIR Convention) and European countries by transit across the territory of Azerbaijan</p>	2012-2013	Government of the Republic of Azerbaijan in conjunction with PRC Government	<ol style="list-style-type: none"> 1. Access for Azerbaijani road transport companies to the market of freight haulage between China and Europe 2. Formation of new routes for freight deliveries between China and Azerbaijan
I.4.	<p>Preparation and conclusion of a bi/multi-lateral agreement with the Islamic Republic of Afghanistan on facilitation of transit road transportation</p>	<p>The Agreement should create a legal framework for future road transport haulage between Afghanistan and European countries by transit across territory of the Republic of Afghanistan</p>	2011-2012	Government of the Republic of Azerbaijan in conjunction with Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Access for Azerbaijani road transport companies to the market of freight haulage between Afghanistan and Europe. 2. Multiplicative effect of development of Afghan freights transit haulage across territory of Azerbaijan

I.5	Accession to the BSEC system of multilateral permits	Extension of the area covered by the BSEC multilateral permits to the territory of Azerbaijan. The BSEC multilateral permit may serve as a supplement to the bilateral permits now in effect. The permit may be used in freight transportation from/to Azerbaijan and also in transit haulage across its territory.	2011-2012	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Expansion of access by Azerbaijani road transport companies to haulage services markets in the Black Sea region 2. Azerbaijan's participation in decision making on future development of the BSEC multilateral permit system; 3. Enhanced competition on the road transport market will have a positive effect for the transport customers and result in reduction of the transport component in prices of export and import goods
I.6	Actions in favor of the ECMT multilateral permits system	<p>In the framework of the International Transport Forum (ITF) measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions.</p> <p>A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the vehicle fleet.</p>	2011-2012	Government of the Republic of Azerbaijan, Ministry of transport and communications of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Greater opportunities for Azerbaijani road transport companies in gaining access to freight haulage markets in third countries (firstly in Europe). 2. Azerbaijan's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits. 3. Renovation of the trucks fleet employed in international freight haulage. 4. Effect for customers (reduction of the transport costs in prices of export and import goods).
II. Integration into the European and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation of the Republic of Azerbaijan will make it possible to use the CMR electronic consignment note in the territory of the Republic of Azerbaijan	2011	The Government of the Republic of Azerbaijan and Milli Mejlis	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Azerbaijani companies 2. Easier transition of the international road transport haulage sector to application of modern information technologies
II.2	Bringing national legislation into accord with the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; 	2011-2012	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Azerbaijani road transport companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
		<ul style="list-style-type: none"> • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; • Introduction and recognition of the International Vehicle Weighing Certificate • Establishing minimum requirements for border crossing points open for international goods traffic 			
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2011-2012	Ministry of transport and communications of the Republic of Azerbaijan, State Custom Committee of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and vehicles running under the TIR procedure.	2011	State Custom Committee of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring state	2011-2012	Ministry of transport and communications of the Republic of Azerbaijan, State Custom Committee of the Republic of Azerbaijan, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Intermodal transportation development					
IV.1	Providing the most-favoured regime for road transport vehicles in the access to ferry crossing over the Caspian Sea	Ensuring non-discrimination of road transport operators as compared to railway companies in the order of priority in embarkation on ferries at Baku/Alyat sea ports	2011-2012	Ministry of transport and communications of the Republic of Azerbaijan CASPAR State Shipping Company	<ol style="list-style-type: none"> 1. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 2. Additional revenues for the marine shipment business of Azerbaijan; 3. Greater volume of operations for sea ports Baku/Alyat.

IV.2	Ensuring stability of operation of ferry lines	<p>Providing for public display of timetables of ferry operation</p> <p>Strict compliance with the operations timetables</p> <p>Providing for preliminary booking and fares payment for ferries through the Internet</p>	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan CASPAR State Shipping Company	<ol style="list-style-type: none"> 1. Building up additional freight traffic along land transport communications and in sea ports of Azerbaijan; 2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 3. Additional revenues for the marine shipment business of Azerbaijan; 4. Greater volume of operations for sea ports Baku/Alyat.
IV.3	Advanced development of ferry operations, and enhancement of the quality of services	<p>Ferry lines from Baku/Alyat sea ports can attract considerable freight traffic following between Europe and Asia on the condition that transportation tariffs are lower than the expenses of carriers on land routes (along highways round about the territory, across Iran or Russia)</p> <p>The services offered for ferry crossing should increase in accordance with growing demand.</p> <p>Measures have to be envisaged to introduce modern ferries designed for transportation of not only trucks, motor cars, busses and coaches, but also passengers (tourists).</p>	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan CASPAR State Shipping Company	<ol style="list-style-type: none"> 1. Building up additional freight traffic along land transport communications and in sea ports Baku/Alyat; 2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 3. Additional revenues for the marine shipment business of Azerbaijan; 4. Greater volume of operations for sea ports Baku/Alyat.
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	<p>Priority development of highways included in the E-roads network, the GUAM and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages</p>	2011-2013	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Azerbaijan's highways into the European road network 3. Involvement of foreign investments in the development of the transport sector
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	<p>Stepping up Azerbaijan's participation in international projects and programs including:</p> <ul style="list-style-type: none"> • TRACECA; • GUAM-Transit; • Black Sea Ring Highway (BSRH) Project; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc). 	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan	<p>Participation in decision making within the framework of international projects and programs that envisage development of road infrastructures</p>



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the Black Sea Ring Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure on the Baku – Red Bridge section, including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan, State Custom Committee of the Republic of Azerbaijan, other competent Governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in Azerbaijan's territory 2. Building up additional freight traffic on transport communications of the Republic of Azerbaijan
VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of the Republic of Azerbaijan Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan, State Custom Committee of the Republic of Azerbaijan, other competent Governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications of the Republic of Azerbaijan; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Additional investments into transport sector of the Republic of Azerbaijan
VII.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Azerbaijani market	2011-2013	Government of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Additional investments into transport sector of the Republic of Azerbaijan
VIII. Access to profession and training standards					
VIII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communications of the Republic of Azerbaijan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Azerbaijan's carriers to foreign markets

The Republic of Belarus

Development of transport communications is one of the top priorities of the state policy in the Republic of Belarus taking into consideration the country's open economy and advantageous location at the crossing point of the most important transport corridors in Euro-Asia. The President and the Government of the Republic of Belarus have put the task of maximum utilisation of advantages, arising from the state's geographical location to enable sustainable socio-economic development of the country. One of the solutions of the problem is the development of transport and support infrastructure, increase of the volume of transportation and transit business, support services.

In the 21-st century the role of the road transport, both in developing foreign economic ties and providing transit goods of the third countries, has grown significantly, as a result of the following factors:

- The existence of the most modern fleet of commercial trucks among the CIS states, facilitated by the fact that unlike the other CIS states Belarus maintained and modernised its automobile industry. During the last 10 years the fleet of commercial trucks grew by more than two times. Most of the vehicles meet European standards EURO-3, EURO-4 and EURO-5;
- The network of accessible and qualitative roads. Their density totaled 412 km/thousand sq. km; about 90% of all roads have hard surface;
- Favorable conditions created by the national Government for conducting road transportation business. In Europe and Asia road transport companies from Belarus are considered to be among the most reliable and competitive companies. The Association of International Road Carriers of the Republic of Belarus (BAMAP) played a significant role in increasing the potential of Byelorussian haulers;
- Road safety has significantly increased. Despite substantial growth of the automobile fleet, the number of road accidents reduced by more than 1.5 times.

Further development of international road transportation sector will benefit from measures aimed at broadening an access of companies from Belarus to the foreign markets by multilateral permits such as ECMT quotas, and also by updating existing bilateral agreements whose restrictive nature is most visible in connection with the development of transportation to and from the third countries.

Formation of the Customs Union and Single Economic Space within the framework of Eurasian Economic Community (EurAsEC) is also giving an impulse for developing international road transportation in the Republic of Belarus.

The above mentioned and other arrangements are reflected in the Road Map for developing international road transportation on Europe-Asia routes, drawn up for the Republic of Belarus.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries (primarily with EurAsEC member states): a) comparative analysis of current bilateral agreements to reveal their non-compliance with formation of the EurAsEC Single Transport Space, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions The analysis carried out will help to develop a phased plan to eliminate restrictions in framework of formation of the EurAsEC Single Transport Space	2011-2013	Government of Republic of Belarus	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets, including third countries markets 2. Additional effects from export of transport services. 3. Reduction of the transport component in prices of export and import goods. 4. Unification of conditions for international road transport haulage within the EurAsEC territory
I.2.	Negotiation and drafting of a bi/multi-lateral agreement on international road transportation with the People's Republic of China	The agreement should create a legal framework for future road transport haulage between China (following its accession to the 1975 TIR Convention) and European countries by transit across the territory of Belarus	2012-2013	Government of Republic of Belarus, in conjunction with PRC Government	<ol style="list-style-type: none"> 1. Access for Byelorussian road transport companies to the market of freight haulage between China and Europe 2. Formation of new routes for freight deliveries between China and Belarus
I.3.	Actions in favor of the ECMT multilateral permits system	In the framework of the International Transport Forum (ITF) measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions. A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the vehicle fleet.	2011-2012	Government of Republic of Belarus, Ministry of transport and communications of the Republic of Belarus	<ol style="list-style-type: none"> 1. Greater opportunities for Byelorussian road transport companies in gaining access to freight haulage markets in third countries (firstly in Europe). 2. Belarus's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits. 3. Renovation of the trucks fleet employed in international freight haulage. 4. Effect for customers (reduction of the transport costs in prices of Byelorussian export and import goods).
II. Integration into the European and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note,	Accession to the Protocol and changes and amendments made in Byelorussian legislation will make it possible to use the CMR electronic consignment note in the territory of Belarus	2011	Government and Parliament of the Republic of Belarus	<ol style="list-style-type: none"> 1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage

	and harmonisation of national legislation in accordance with the Convention's requirements.				<ol style="list-style-type: none"> 2. Facilitation of international haulage procedures for Byelorussian companies 3. Easier transition of the international road transport haulage sector to application of modern information technologies
II.2	Bringing national legislation into accord with the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ol style="list-style-type: none"> 1) Facilitation of visa procedures for professional drivers; 2) Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; 3) Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; 4) Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; 5) Accepting the International Technical Inspection Certificate; 6) Introduction and recognition of the International Vehicle Weighing Certificate 7) Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of the Republic of Belarus	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Byelorussian companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2011-2012	Ministry of transport and communications of the Republic of Belarus, State Customs Committee	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring state	2011-2012	Ministry of transport and communications of the Republic of Belarus, State Customs Committee, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
III.3	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and vehicles running under the TIR procedure.	2011	State Customs Committee of the Republic of Belarus	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the E-roads network, the EurAsEC corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Belarus	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Byelorussian highways into the European road network 3. Involvement of foreign investments in the development of the transport sector 4. Greater safety of road traffic 5. Lower harmful effect on the environment and lower fuel consumption
IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Belarus participation in international projects and programs including: <ul style="list-style-type: none"> • Complex Plan on development of rail and road infrastructure in framework of EurAsEC transport corridors; • Trans-European network for motorways Project (TEM); • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of transport and communications of the Republic of Belarus	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in Belarus more attractive for road transport operators from EU countries
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU Model Highway Initiative (MHI)	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure on the Euro-Asian routes on the territory of the Republic of Belarus, including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Republic of Belarus, State Customs Committee of the Republic of Belarus and other Governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in the Republic of Belarus 2. Building up additional freight traffic on Byelorussian transport communications
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing the territory of the Republic of Belarus. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership. Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, buses and coaches, and private cars.	2011-2013	Ministry of transport and communications of the Republic of Belarus, State Customs Committee of the Republic of Belarus and other Governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on Byelorussian transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VI. Access to profession and training standards					
VI.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs. Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communications of the Republic of Belarus	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Byelorussian carriers to foreign markets

Georgia

Georgia's position at the cross point of many trade corridors of the Black Sea Region is unique, and its road transport plays important role in the economy and international trade of the country.

In the recent years Georgia demonstrated impressive results in the field of developing open market economy, elimination of corruption, attraction of foreign investments. According to the World Bank's report "Investments with no borders 2010" Georgia at present is the most open state for direct foreign investments.

As the result of the radical economic reforms the competitiveness of road transportation companies operating at the international market of cargo transportation grew rapidly. At the same time transport communication in Georgia has become very attractive for transit transportation of cargo from Europe to Asia. It is evident from the results of the IRU Project "New Eurasian Land Transport Initiative" (NELTI) which is being implemented during the period 2008-2011. To great extent successes of the Georgian road transport sector stem from an active and constructive policy pursued by the Georgian International Road Carriers Association (GIRCA).

Further development of the Georgia's potential in the field of international road transportation should be based upon step-by step harmonisation of legal regulation of the road transport sector with European standards, upon modernisation of the outdated system of bilateral agreements in the field of international road transportation, development of ancillary infrastructure, modernisation of the vehicle's fleet and professional development of the Georgian road transportation companies staff. The above mentioned and other arrangements are set forth in the Road Map for developing international road transportation on Europe-Asia routes, drawn up for Georgia.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements;	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia	2011-2013	Government of Georgia	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets and by foreign carriers to Georgian market (reciprocal liberalisation). 2. Facilitation procedures of bilateral permits obtaining for carriers 3. Reduction of the transport component in prices of export and import goods. 4. Harmonisation of conditions for international road transport haulage with the European Union 5. Fulfillment of provisions of the MoU on facilitation of road transport of goods in the BSEC Region
I.2.	Preparing and signing a GUAM four-party regional agreement on international road transportation (as an alternative measure, to amend the current bilateral agreements in order to introduce permit-free road transport haulage inside the GUAM and free transit of freights and trucks along the Europe – Asia routes.	The agreement can replace 6 current bilateral agreements signed by GUAM member states, and harmonise the road transport haulage regimes over the entire GUAM territory on the basis of a permit-free system. Implementation of this system may help achieve within the GUAM territory the results recorded in p. 1.1.	2011-2012	Government of Georgia	<ol style="list-style-type: none"> 1. Lifting restrictions on international freight haulage over the GUAM space for carriers from GUAM member states. 2. Reduction of the transport component in prices of foreign trade goods carried within the GUAM framework. 3. Implementation of the GUAM-Transit Program
I.3.	Promotion of further development of the BSEC multilateral permits system	Bilateral negotiations with other BSEC Member States, which have not yet acceded to the BSEC multilateral permits system (inclusion of questions, concerning accession to the BSEC multilateral permits system into the bilateral negotiations agenda)	2011-2012	Government of Georgia	<ol style="list-style-type: none"> 1. Expansion of access by Georgian road transport companies to haulage services markets in the Black Sea region 2. Reduction of the transport costs in the Georgian export and import goods
I.4.	Actions in favor of the ECMT multilateral permits system	In the framework of the International Transport Forum (ITF) measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions.	2011-2012	Government of Georgia, Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Greater opportunities for Georgian road transport companies in gaining access to freight haulage markets in third countries (firstly in Europe).

		A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the trucks fleet.			<p>2. Georgia's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits.</p> <p>3. Renovation of the trucks fleet employed in international freight haulage.</p> <p>4. Effect for customers (reduction of the transport costs in prices of Georgian export and import goods).</p>
II. Integration into the European and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of Georgia	2011	Government of Georgia	<p>1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage</p> <p>2. Facilitation of international haulage procedures for Georgian companies</p> <p>3. Easier transition of the international road transport haulage sector to application of modern information technologies</p>
II.2	Accession to the: <ul style="list-style-type: none"> • 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles, • 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and / or be used on Wheeled Vehicles and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement 	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic check-ups of trucks employed in international road transport haulage	2011-2012	Government and Parliament of Georgia	<p>1. Modernisation of the vehicle fleet</p> <p>2. Greater safety of road traffic</p>
II.3	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of Georgia and the system of control over these carriages	2011-2012	Government and Parliament of Georgia	<p>1. Greater safety of road traffic</p> <p>2. Harmonisation of the system of dangerous goods carriage with neighbouring states and along Great Silk Road</p> <p>3. Lower transport component in prices of transported goods</p>



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.4	Bringing national legislation into accord with the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; • Introduction and recognition of the International Vehicle Weighing Certificate • Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of Georgia	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Georgian companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at the border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2011-2012	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and vehicles running under the TIR procedure.	2011	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring state	2011-2012	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Intermodal transportation development					
IV.1	Advanced development of ferry operations, and enhancement of the quality of services	Ferry lines from Georgian sea ports Poti and Batumi can attract considerable freight traffic following between Europe and Asia on the condition that transportation tariffs are lower than the expenses of carriers on land routes (round about the territory of Georgia)	2011-2013	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Launching ferry service operations on the Black Sea similar in the quality and prices to the services provided to EU countries on the Baltic Sea

		<p>The services offered for ferry crossing should increase in accordance with growing demand.</p> <p>Measures have to be envisaged to introduce modern ferries designed for transportation of not only trucks, motor cars, busses and coaches, but also passengers (tourists).</p>			<p>2. Building up additional freight traffic along land transport communications and in sea ports of Georgia;</p> <p>2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia;</p> <p>3. Additional revenues for the marine shipment business of Ukraine;</p> <p>4. Greater volume of operations for sea ports Batumi and Poti.</p> <p>5. Development of coach and individual tourism in the Black Sea region</p>
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	<p>Priority development of highways included in the E-roads network, the GUAM and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages</p>	2011-2013	Government of Georgia	<p>1. Achieving a series of multiplicative effects associated with development of roads</p> <p>2. Integration of Georgian highways into the European road network</p> <p>3. Involvement of foreign investments in the development of the transport sector</p> <p>4. Greater safety of road traffic</p> <p>5. Lower harmful effect on the environment and lower fuel consumption</p>
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	<p>Stepping up participation of Georgia in international projects and programs including:</p> <ul style="list-style-type: none"> • TRACECA; • GUAM-Transit; • Black Sea Ring Highway (BSRH) Project; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of economic and sustainable development of Georgia	<p>1. Participation in decision making within the framework of international projects and programs that envisage development of road infrastructures</p> <p>2. Making highways in Georgia more attractive for road transport operators from EU countries</p>
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the Black Sea Ring Highway	<p>Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure on the Sarpi/Poti/Batumi – Red Bridge section, including:</p> <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of economic and sustainable development of Georgia	<p>1. Attracting investments into development of ancillary infrastructures in Georgia</p> <p>2. Building up additional freight traffic on transport communications of Georgia</p>



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points (additional to Sarpi and some others) at the most important Euro-Asian routes crossing the Georgia Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications of Georgia 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VII. Truck fleet modernisation					
VII.1	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Georgian market	2011-2013	Government of Georgia	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Georgia with European requirements 2. Greater safety of road traffic 3. Additional investments into the Georgian transport sector
VIII. Access to profession and training standards					
VIII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of economic and sustainable development of Georgia	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Georgian carriers to foreign markets

The Republic of Kazakhstan

The Republic of Kazakhstan occupies an exclusive place right in the heart of Euro-Asia. The specifics of its geographical location, including vast territory, absence of open sea access and uneven distribution of population, result into great dependence of the national economy from the reliable function of transport. Similar to circulatory system the road transport provides internal transportation between different regions within the country, as well as external, providing foreign economic cooperation and trade of Kazakhstan with Europe, Russia, Central Asia and China. The Association of International Road Carriers of the Republic of Kazakhstan (KAZATO) played and still continues to play a special role in successful and effective support of the state's foreign trade.

Kazakhstan possesses substantial transit potential. In a situation, when Asian states like China, Afghanistan and Central Asian countries have no other geographical alternative, it provides to them land transportation linkages with Russia and Europe. Neighborhood with countries having huge trade areas brings good perspectives to the development of national transport sector, first of all road transportation.

The President of the Republic of Kazakhstan in his message “Kazakhstan – 2030: Prosperity, Security and Better Welfare for all citizens of Kazakhstan”, containing long-term development strategy of the state till 2030, specified the need for the advanced development of transport, compared to the other sectors of economy and provision of competitiveness of transporters from Kazakhstan at the world market of transportation services as priority tasks in the field of transport.

The Transport strategy of the Republic of Kazakhstan for the period till 2015 also defines the main principles of the state policy. The most important of them, related to road transport, include:

- Modernisation of legislation in the field of transport;
- Market liberalisation and restricting state's control over transport operators business;
- Development of qualitative roads;
- Better road safety;
- Higher effectiveness of transit potential realisation;
- Promotion of innovations in the transport sector, etc.

The implementation of the above mentioned principles becomes unrealizable without creating the most favorable conditions for developing international road transportation at the territory of the Republic of Kazakhstan. Foreign experience demonstrates, that liberalised access to the transportation market, freedom of transit and introduction of cross-border procedures most harmonised with international norms are the instruments of the effective utilisation of the state's transit potential and attraction of additional international cargo traffic.

The arrangements included in the enclosed Road Map for developing international road transportation on route Europe-Asia are aimed at implementing the purposes of the transportation policy and also further development and increase of competitiveness of the road transportation sector of the Republic of Kazakhstan.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries (primarily with EurAsEC member states): a) comparative analysis of current bilateral agreements to reveal their non-compliance with formation of the EurAsEC Single Transport Space, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions The analysis carried out will help to develop a phased plan to eliminate restrictions in framework of formation of the EurAsEC Single Transport Space	2011-2013	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets, including third countries markets 2. Additional effects from export of transport services. 3. Reduction of the transport component in prices of export and import goods. 4. Unification of conditions for international road transport haulage within the EurAsEC territory
I.2.	Signing of SCO Intergovernmental agreement on development of international road transportation facilitation	The agreements should set up a legal framework for future road transport haulage between SCO member states. The SCO multilateral permits may become an additional to the current bilateral permits and also expand the geography of freight haulage between Kazakhstan and China	2011-2012	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Expansion of access by Kazakhstan's road transport companies to haulage services markets in the SCO region; 2. Additional freight flows on Western Europe – Western China highway 3. Effect for customers (reduction of the transport costs in prices of export and import goods) 4. Implementation decisions of SCO Transport Ministerial meeting (November 2009) 5. Expansion road transportation between Kazakhstan and China
I.3.	Entering into force Agreement between Republic of Kazakhstan and Afghanistan on international road transportation	The agreement should establish the legal basis for road transport haulage between Kazakhstan and Afghanistan	2011-2012	Government of the Republic of Kazakhstan in conjunction with Afghani Government	<ol style="list-style-type: none"> 1. Greater access for Kazakh road transport companies to the international freight haulage market 2. Multiplicative effect of development of Afghan freights transit haulage across Republic of Kazakhstan territory 3. Development of land schemes cargo deliveries to Afghanistan from China/ Europe, incl. within the framework of projects of "back- bound cargos from Afghanistan"

II. Integration into the Asian and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Republic of Kazakhstan	2011	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage 2. Facilitation of international haulage procedures for Kazakhstan's companies 3. Easier transition of the international road transport haulage sector to application of modern information technologies
II.2	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; • Introduction and recognition of the International Vehicle Weighing Certificate • Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Kazakhstan's companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2011-2012	Ministry of transport and communications of the Republic of Kazakhstan, State Customs Committee	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2011	State Customs Committee of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
III.3	Enlarging the practice of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states (Turkmenistan, Uzbekistan, Kyrgyz Republic, China)	2011-2012	Ministry of transport and communications of the Republic of Kazakhstan, State Customs Committee, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
III.4	Introduction of a "single window" system for submitting, processing and checking the documents for freights and trucks at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency; Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	State Customs Committee of the Republic of Kazakhstan and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Intermodal transportation development					
IV.1	Providing the most-favoured regime for road transport vehicles in the access to ferry crossing over the Caspian Sea via Aktau Port	Ensuring non-discrimination of road transport operators as compared to railway companies in the order of priority in embarkation on ferries at Aktau Sea Port	2011-2012	Ministry of transport and communications of the Republic of Kazakhstan,	<ol style="list-style-type: none"> 1. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 2. Building up additional freight traffic on transport communications of Kazakhstan 3. Greater volume of operations for Aktau sea port. 4. Lower harmful effect on the environment and lower fuel consumption 5. An opportunity to use the respite offered by ferry crossing as rest time for the drivers, thereby meeting the AETR requirements
IV.2	Ensuring stability of operation of ferry lines	Providing for public display of timetables of ferry operation Strict compliance with the operations timetables Providing for preliminary booking and fares payment for ferries through the Internet	2011-2013	Ministry of transport and communications of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Building up additional freight on transport communications and in sea ports of Kazakhstan; 2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 3. Greater volume of operations for Aktau sea port.

IV.3	Advanced development of ferry operations, and enhancement of the quality of services	Ferry lines from Aktau sea port can attract considerable freight traffic following between Europe and Asia on the condition that transportation tariffs are lower than the expenses of carriers on land routes (along highways round about the territory of Kazakhstan) The services offered for ferry crossing should increase in accordance with growing demand.	2011-2013	Ministry of transport and communications of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Launching ferry service operations on the Caspian Sea similar in the quality and prices to the services provided to EU countries on the Baltic Sea 2. Building up additional freight traffic on transport communications and in sea ports of Kazakhstan; 3. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 4. Greater volume of operations for Aktau sea port.
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the AH- and E-roads network, the EurAsEC and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Kazakhstan's roads into the Asian network 3. Involvement of foreign investments in the development of the transport sector
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Kazakhstan's participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • CAREC; • EurAsEC • SPECA; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc). 	2011-2012	Ministry of transport and communications of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in the Kazakhstan more attractive for road transport operators from EU countries
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure (for example on the transport corridor Western Europe – Western China), including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Republic of Kazakhstan, State Customs Committee of the Republic of Kazakhstan and other competent services	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures on the territory of Kazakhstan 2. Building up additional freight traffic on transport communications of the Republic of Kazakhstan



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of Kazakhstan. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray trucks scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport and communications of the Republic of Kazakhstan, State Customs Committee of the Republic of Kazakhstan and other competent services	<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications of Kazakhstan; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the trucks and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Kazakhstan with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Kazakhstan economy
VII.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the market of the Republic of Kazakhstan	2011-2013	Government of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Kazakhstan with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Kazakhstan economy
VIII. Access to profession and training standards					
VIII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communications of the Republic of Kazakhstan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Kazakhstan's carriers to foreign markets

The Kyrgyz Republic

Road transport is the most important element of the socio-economic development and transport system of Kyrgyzstan. Its sustainable and effective functioning is a necessary condition for stabilisation, development and structural reconstruction of economy, provision of national security, better conditions and welfare of the people.

Highland terrain, lack of access to the sea and limited accessibility of the country's regions make road transport a non-alternative mode of transportation, which accounts 95% of the total freight and 97% of the total passenger's transportation.

The road transport supports nearly all the foreign trade. The main trade and transport connections of the country are conducted with the member states of Eurasian Economic Community, of which Kyrgyzstan is also a member, and China.

China is the most perspective direction for developing international road transport. The reason for that is the intensive development of the Xinjiang Uygur Autonomous Region, bordering Kyrgyzstan, as well as the perspectives of implementation of tripartite regional agreements on international road connections, which will lead to increasing cargo volumes from China to Uzbekistan, Tajikistan, Afghanistan and other Central Asian states.

The development of road transport and Euro-Asian links is the main component of the Kyrgyzstan's transport policy. The adoption of the Strategy of developing road transport of the Republic of Kyrgyzstan for the period 2011-2015 is presently approaching adoption. It will specify the priority tasks of the road transportation market, list projects and other activities not included into programs, providing utilisation of the national economic and transit potential and effective solution of the socio-economic problems.

The arrangements included in the enclosed Road Map for developing international road transportation on route Europe-Asia are totally in line with the Republic's priorities in developing and improving competitiveness of the national road transportation sector. These arrangements might be used while preparing the final draft of the Strategy of developing road transport of the Republic of Kyrgyzstan for the period 2011-2015.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries (primarily with EurAsEC member states): a) comparative analysis of current bilateral agreements to reveal their non-compliance with formation of the EurAsEC Single Transport Space, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions The analysis carried out will help to develop a phased plan to eliminate restrictions in framework of formation of the EurAsEC Single Transport Space	2011-2013	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets, including third countries markets 2. Additional effects from export of transport services. 3. Reduction of the transport component in prices of export and import goods. 4. Unification of conditions for international road transport haulage within the EurAsEC territory
I.2.	Signing of SCO Intergovernmental agreement on development of international road transportation facilitation	The agreements should set up a legal framework for future road transport haulage between SCO member states The SCO multilateral permits may become an additional to the current bilateral permits and also expand the geography of freight haulage between China and other SCO member states	2011-2012	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Expansion of access by Kyrgyz road transport companies to haulage services markets in the SCO region; 2. Effect for customers (reduction of the transport costs in prices of export and import goods 3. Implementation decisions of SCO Transport Ministerial meeting (November 2009) 4. Expansion road transportation between Kyrgyz Republic and China
I.3	To start practical implementation of the trilateral 1998 Agreement between China, Kyrgyzstan and Uzbekistan, namely exchange permits and launch operations on the Irkeshtam-Osh-Andizhan route	The agreement must establish a legal framework for the future road transportation between China and the CIS / Europe countries by transit through the territory of the Kyrgyz Republic	2011-2012	Government of the Kyrgyz Republic jointly with Government of Uzbekistan and PRC State Council	<ol style="list-style-type: none"> 1. Access of Kyrgyz road transport companies to haulage services markets between China and Europe 2. Multiplicative effects as result of the development of transit of Chinese cargoes through the territory of the Kyrgyz Republic
I.4	Finalisation the draft of trilateral Agreement between the Tajikistan, China and Kyrgyzstan on international road transportation	The agreement must establish a legal framework for the future road transportation between China and Tajikistan / Afghanistan by transit through the territory of the Kyrgyz Republic	2011-2012	Government of the Kyrgyz Republic jointly with Government of Tajikistan and PRC State Council	<ol style="list-style-type: none"> 1. Access of Kyrgyz road transport companies to haulage services markets between China and Europe 2. Multiplicative effects as result of the development of transit of Chinese cargoes through the territory of the Kyrgyz Republic

II. Integration into the Asian and Global transport systems					
II.1	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and harmonise national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic check-ups of vehicles employed in international road transport haulage	2011-2012	Government and Parliament of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Modernisation of the trucks fleet in Kyrgyz Republic; 2. Greater safety of road traffic
II.2	Accession to the 1997 Agreement concerning Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection, and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic inspections of vehicles employed in international road transport haulage	2011-2012	Government and Parliament of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Modernisation of the trucks fleet in Kyrgyz Republic; 2. Greater safety of road traffic
II.3	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Kyrgyz Republic	2011	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Kyrgyz companies 2. Easier transition of the international road transport haulage sector to application of modern information technologies
II.4	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; 	2011-2012	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Kyrgyz companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
		<ul style="list-style-type: none"> • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; • Introduction and recognition of the International Vehicle Weighing Certificate • Establishing minimum requirements for border crossing points open for international goods traffic 			
II.5	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of Kyrgyz Republic and the system of control over these carriages	2011-2012	Government and Parliament of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Lower transport component in prices of export and import goods
II.6	Accession to the 1970 Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, and bringing national legislation into accord with its requirements	Harmonisation of the system of perishable foodstuffs carriages in the territory of Kyrgyz Republic and the system of control over these carriages with international requirements	2011-2012	Government and Parliament of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Lower transport component in prices of export and import goods
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2011-2012	Ministry of transport and communications of the Kyrgyz Republic, State Customs Service	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and vehicles running under the TIR procedure.	2011	State Customs Service of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction the practice of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states (Kazakhstan, Uzbekistan, Tajikistan, China)	2011-2012	Ministry of transport and communications of the Kyrgyz Republic, State Customs Service of the Kyrgyz Republic and other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance

III.4	Introduction of a “single window” system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	State Customs Service of the Kyrgyz Republic and other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies’ performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the Asian roads network, the EurAsEC, CAREC and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Kyrgyz roads into the Asian network 3. Involvement of foreign investments in the development of the transport sector
IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Kyrgyz Republic participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • CAREC; • SPECA; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc). 	2011-2013	Ministry of transport and communications of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in Kyrgyz Republic more attractive for road transport operators from EU countries
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure, including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Kyrgyz Republic, State Customs Service and other related governmental bodies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in Kyrgyz territory 2. Building up additional freight traffic on Kyrgyz transport communications
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of Kyrgyz Republic. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport and communications of the Kyrgyz Republic, State Customs Service and other related governmental bodies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on Kyrgyz transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
VI. Truck fleet modernisation					
VI.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Kyrgyz Republic with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Kyrgyz economy
VI.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Kyrgyz market	2011-2013	Government of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Kyrgyz Republic with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Kyrgyz economy
VII. Access to profession and training standards					
VII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communications of the Kyrgyz Republic	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Kyrgyz carriers to foreign markets

The Republic of Moldova

The Republic of Moldova is located in the heart of Europe at the crossing of routes from EC to the Black Sea Economic Cooperation (BSEC) member-states and CIS. In the 21st century the role of the road transport sector both in developing national economy and improving foreign economic ties in the Republic of Moldova has substantially increased. It came as a result of the whole range of factors, including:

1. The system of accessible and quality roads: their density form 306.5 thousand sq. km, more than 94% of all motor roads have hard surface;
2. Significant increase of the trucks fleet – during the period 2000-2010 years the level of automobilisation in the Republic of Moldova grew more than two times. The fleet of trucks used for commercial transportation, is also growing very fast. According to the National Bureau of statistics of the Republic of Moldova during the period 2004 to 2010 years the number of registered trucks grew by more than 60%, while the number of semitrailers by 40%.
3. Favorable business conditions provided by the national government in the field of road transportation. This business climate is much more liberal compared to other Euro-Asian states. In particular the Republic of Moldova was the first CIS state which have introduced the IRU TIR-EPD system to the full extent.
4. Road safety has also significantly increased. Despite substantial growth of the automobile fleet, the number of road accidents reduced by more than two times.

All the above factors facilitated the transformation of the Republic of Moldova into netto-exporter of services at the international cargo transportation market, improvement of the level of competitiveness of Moldavian transporters at the foreign markets primarily in the BSEC Region. The Association of International Road Carriers of the Republic of Moldova (AITA) played a significant role in increasing the potential of the Moldavian transporters.

Measures aimed at wider access of Moldavian companies to the foreign markets through multilateral permit systems, integration into the system of Euro-Asian transport links and also development of transit routs across the territory of Moldova and appropriate main and ancillary road infrastructure will enable further development of international road transportation sector.

Integration into Common European economic space and implementation of plans for creation free trade zone with the European Union within the framework of the “Eastern partnership” Program will require modernisation of bilateral international road transportation permit systems at least with the EC states. It is evident, that bilateral agreements restrain the potential of the Moldavian carriers. Therefore, their revision and modernisation seem to be an important task.

At the same time development of the international road transportation market in the Republic of Moldova should be implemented simultaneously and through wider using of the multilateral permit systems such as ECMT and BSEC quotas.



Implementation of the IRU “Model Highway Initiative” at the Moldavian section of the Black Sea Ring Highway will enable modernisation of the ancillary infrastructure in accordance with the European experience and best practices. In its turn it will promote higher attractiveness of transport communications for international traffic and allow the state to fully realise its transit potential.

Measures, including the abovementioned, which are aimed at developing international traffic in the Republic of Moldova on route Europe – Asia, are listed below in the Road Map.

ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements;	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia	2011-2013	Government of Republic of Moldova	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets and by foreign carriers to Moldavian market (reciprocal liberalisation). 2. Facilitation procedures of bilateral permits obtaining for carriers 3. Reduction of the transport component in prices of export and import goods. 4. Fulfillment of provisions of the BSEC Memorandum on facilitation of international road transport freight haulage 5. Harmonisation of conditions for international road transport haulage with the European Union
I.2.	Preparing and signing a GUAM four-party regional agreement on international road transportation (as an alternative measure, to amend the current bilateral agreements in order to introduce permit-free road transport haulage inside the GUAM and free transit of freights and trucks along the Europe – Asia routes.	The agreement can replace 6 current bilateral agreements signed by GUAM member states, and harmonise the road transport haulage regimes over the entire GUAM territory on the basis of a permit-free system. Implementation of this system may help achieve within the GUAM territory the results recorded in p. 1.1.	2011-2012	Government of Republic of Moldova	<ol style="list-style-type: none"> 1. Lifting restrictions on international freight haulage over the GUAM space for carriers from GUAM member states. 2. Reduction of the transport component in prices of foreign trade goods carried within the GUAM framework. 3. Implementation of the GUAM-Transit Program
I.3.	Promotion of further development of the BSEC multilateral permits system	Bilateral negotiations with other BSEC Member States, which have not yet acceded to the BSEC multilateral permits system (inclusion of questions, concerning accession to the BSEC multilateral permits system into the bilateral negotiations agenda)	2011-2012	Government of Republic of Moldova	<ol style="list-style-type: none"> 1. Expansion of access by Moldavian road transport companies to haulage services markets in the Black Sea region 2. Reduction of the transport costs in the Moldavian export and import goods

I.4	Actions to in favour of the ECMT multilateral permits system	In the framework of the International Transport Forum (ITF) measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions. A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the vehicle fleet.	2011-2012	Government of Republic of Moldova, Ministry of transport and road infrastructure of the Republic of Moldova	<ol style="list-style-type: none"> 1. Greater opportunities for Moldavian road transport companies in gaining access to freight haulage markets in third countries (in Europe, in the first place). 2. Moldova's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits. 3. Renovation of the trucks fleet employed in international freight haulage. 4. Effect for customers (reduction of the transport costs in prices of Moldavian export and import goods).
II. Integration into the European and Global transport systems					
II.1	Accession to the 1968 Convention on Road Signs and Signals and harmonisation of national standards concerning international road transport under this Convention	Bringing the national system of Road Signs and Signals in Republic of Moldova in accordance with the European standards	2011-2012	Government and Parliament of the Republic of Moldova	<ol style="list-style-type: none"> 1. Greater safety of road traffic and reduction of the accident rate 2. Harmonisation of the system of road signs and signals in BSEC Region and along Great Silk Road
II.2	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles, and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, registered in Moldova, its equipment and parts	2011-2012	Government and Parliament of the Republic of Moldova	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Greater safety of road traffic
II.3	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in Moldova's national legislation will make it possible to use the CMR electronic consignment note in the territory of Republic of Moldova	2011	Government and Parliament of the Republic of Moldova	<ol style="list-style-type: none"> 1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage 2. Facilitation of international haulage procedures for Moldavian companies 3. Easier transition of the international road transport haulage sector to application of modern information technologies
II.4	Accession to the 1972 Customs Convention on Containers and harmonisation of national legislation with the requirements of this Convention	Simplification of container freight haulage in Republic of Moldova	2011-2012	Government and Parliament of the Republic of Moldova	<ol style="list-style-type: none"> 1. Lower transport costs in prices of transported export and import goods 2. Further development of container road haulage along Great Silk Road



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.5	Bringing national legislation into accord with the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> Facilitation of visa procedures for professional drivers; Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; Accepting the International Technical Inspection Certificate; Introduction and recognition of the International Vehicle Weighing Certificate Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of Republic of Moldova	<ol style="list-style-type: none"> Facilitation of international haulage procedures for Moldavian companies Shorter period of waiting at the borders, and shorter time of freight delivery Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for vehicles running under the TIR procedure	2012	Ministry of transport and road infrastructure of the Republic of Moldova and State Customs Service	<ol style="list-style-type: none"> Reduction and/or prevention of waiting lines at border crossing points Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of joint check-ups of vehicles in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the Romania and Ukraine	2011-2012	Ministry of transport and road infrastructure of the Republic of Moldova and State Customs Service, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the E-roads network the GUAM and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Moldova	<ol style="list-style-type: none"> Achieving a series of multiplicative effects associated with development of motor roads Integration of Moldova's highways into the European road network Involvement of foreign investments in the development of the transport sector

					<p>4. Greater safety of road traffic</p> <p>5. Lower harmful effect on the environment and lower fuel consumption</p>
IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	<p>Stepping up Moldova's participation in international projects and programs including:</p> <ul style="list-style-type: none"> • TRACECA; • GUAM-Transit; • Trans-European network for Motorways Project (TEM); • Black Sea Ring Highway (BSRH) Project; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc). 	2011-2013	Ministry of transport and road infrastructure of the Republic of Moldova	<p>1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures</p> <p>2. Making highways in the Republic of Moldova more attractive for road transport operators from EU countries</p>
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the Black Sea Ring Highway	<p>Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure (including border crossing points) from border with Romania (Leuseny) to the border with Ukraine (Palanka), this including:</p> <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and road infrastructure of the Republic of Moldova and State Customs Service, other governmental bodies	<p>1. Attracting investments into development of ancillary infrastructures in Moldova's territory</p> <p>2. Building up additional freight traffic on Moldavian roads</p>
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	<p>Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of the Republic of Moldova.</p> <p>Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership</p> <p>Equipment of border crossing points with modern IT systems, X-ray trucks scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.</p>	2011-2013	Ministry of transport and road infrastructure of the Republic of Moldova and State Customs Service, other governmental bodies	<p>1. Building up additional freight traffic on Moldavian roads;</p> <p>2. Shorter periods in waiting at the borders, and shorter time of freight delivery;</p> <p>3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.</p>
VI. Truck fleet modernisation					
VI.1	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Moldavian market	2011-2013	Government of the Republic of Moldova	<p>1. Harmonisation of vehicle fleet in Moldova with European requirements</p> <p>2. Greater safety of road traffic</p> <p>3. Attracting additional investments into Moldavian economy</p>
VII. Access to profession and training standards					
VII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	<p>Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs</p> <p>Enhancing the level of professional skills of the drivers on the basis of best practices</p>	2011-2013	Ministry of transport and road infrastructure of the Republic of Moldova	<p>1. Greater safety of road traffic</p> <p>2. Greater access for Moldavian carriers to foreign markets</p>



The Russian Federation

Development of Euro-Asian transport links, attraction of additional international transit cargo traffic to the national transport network, and also increase of the Russian network's competitiveness are undoubtedly a priority of the government policy in the transport sector of Russia. This priority is stated in the Transport Strategy for the period till 2030 adopted by the Order of the Government of the Russian Federation № 1734-p dated November 22, 2008.

The Russian Federation actively participates in many international projects and programs, aimed at development of Euro-Asian transport links. Such participation looks especially important in view of the fact many international road routes of extreme significance cross Russia, providing connection of Kazakhstan with Ukraine and Southern Europe; China – with CIS and EU; Central Asia with the sea ports of Black, Baltic Seas and Pacific Ocean.

Russian road carriers have actively participated in the IRU NELTI Project, transporting goods along the NELTI's North Route. The results of this Project enabled identification of the main problems hindering the development of long-distance international road transport haulage through the territory of Russia. The main problems include unsatisfactory road condition, lack of highways and roads bypassing big cities, extremely low level of development of ancillary road infrastructure, insufficient availability of equipment at the border crossing points and growing level of corruption at these points, low pace of vehicles renovation, etc.

All and each of the above factors restrict the realisation of the goals and objectives of the Transport Strategy of the Russian Federation for the period until 2030 by reducing national export potential.

Moreover, focusing exclusively on the bilateral system of quota restrictions of international road transport limits the free access of the Russian transporters in particular to the foreign Eurasian transport markets.

This results on one hand from the fact that once a foreign transport operator benefits from a bilateral transport permit with Russia, it will have access to the entire massive Russian territory. In sharp contrast, with the same bilateral permit the Russian transport operators will have access to only one of the many small national markets, which require in addition a number of national transit authorisations to reach the final transport destination. On the other hand, the experience shows, in particular for larger countries like Russia, that multi-lateral permits, such as the ECMT quota system, offer a significant advantage concerning national market access whilst reducing dramatically empty returns on the Eurasian land-mass, which is particularly valuable for Russian transport operators.

The present Road Map contains measures aimed at solution of existing problems, creation of favorable conditions in Russia for international road transport haulage and development transit Euro-Asian links. The majority of these measures in any way have been included in the national Transport Strategy. Therefore the implementation of the Road Map may be considered as laying a foundation under the future successful development of the Russian road transport sector and implementation of the Transport Strategy of the Russian Federation.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries (primarily with EurAsEC member states); a) comparative analysis of current bilateral agreements to reveal their non-compliance with formation of the EurAsEC Single Transport Space, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions The analysis carried out will help to develop a phased plan to eliminate restrictions in framework of formation of the EurAsEC Single Transport Space	2011-2013	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets, including third countries markets 2. Additional effects from export of transport services. 3. Reduction of the transport component in prices of export and import goods. 4. Unification of conditions for international road transport haulage within the EurAsEC territory
I.2.	Signing of SCO Intergovernmental agreement on development of international road transportation facilitation	The agreements should set up a legal framework for future road transport haulage between SCO member states The SCO multilateral permits may become an additional to the current bilateral permits and also expand the geography of freight haulage between Kazakhstan and China	2011-2012	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Expansion of access by Russian road transport companies to haulage services markets in the SCO region; 2. Additional freight flows on Western Europe – Western China highway 3. Effect for customers (reduction of the transport costs in prices of export and import goods) 4. Implementation decisions of SCO Transport Ministerial meeting (November 2009) 5. Expansion of road transportation between Russia and China
II. Integration into the European and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Russian Federation	2011	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage 2. Facilitation of international haulage procedures for Russian companies 3. Easier transition of the international road transport haulage sector to application of modern information technologies

II.2	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; <p>Introduction and recognition of the International Vehicle Weighing Certificate</p> <ul style="list-style-type: none"> • Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Russian companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2011-2012	Ministry of transport of the Russian Federation, Federal Customs Service of the Russian Federation	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2011	Federal Customs Service of the Russian Federation	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Enlarging the practice of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states	2011-2012	Ministry of transport of the Russian Federation, Federal Customs Service of the Russian Federation, other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance



No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
III.4	Introduction of a “single window” system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	Federal Customs Service of the Russian Federation, other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the E-roads network, the EurAsEC corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UNECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Russian roads into the European road network 3. Involvement of foreign investments in the development of the transport sector 4. Greater safety of road traffic 5. Lower harmful effect on the environment and lower fuel consumption
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the Black Sea Ring Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure on route from Ukraine's border to Sochi, this including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport of the Russian Federation, Federal Customs Service of the Russian Federation, other related governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures on the territory of the Russian Federation 2. Building up additional freight traffic on Russian transport communications
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing the territory of the Russian Federation. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport of the Russian Federation, Federal Customs Service of the Russian Federation, other related governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications of the Russian Federation; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.

VI. Truck fleet modernisation					
VI.1	Creation of favorable conditions for modernisation of the trucks fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the trucks and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the trucks fleet 	2011-2013	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Harmonisation of trucks fleet in the Russian Federation with European requirements 2. Greater safety of road traffic 3. Additional investments into Russian economy
VI.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Russian market	2011-2013	Government of the Russian Federation	<ol style="list-style-type: none"> 1. Harmonisation of trucks fleet in the Russian Federation with European requirements 2. Greater safety of road traffic 3. Additional investments into Russian economy
VII. Access to profession and training standards					
VII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	<p>Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs</p> <p>Enhancing the level of professional skills of the drivers on the basis of best practices</p>	2011-2013	Ministry of transport of the Russian Federation	<ol style="list-style-type: none"> 1. Greater safety of (road traffic 2. Greater access for Russian carriers to foreign markets



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TRUCK 97
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The Republic of Tajikistan

Due to its geographic location the Republic of Tajikistan is situated at the crossroads of transit corridors connecting European and Central Asian states with Afghanistan and China. In view of this fact one of the priority tasks of the Tajikistan's economy is the development of road transport, improvement of transport infrastructure and the quality of transportation and transit services.

In this case facilitation of international auto transportation for land locked Tajikistan is one of the most important tasks, since the competitiveness of export goods from Tajikistan at the foreign markets and the cost of imported goods at the local market depend on its solution.

The President of the Republic of Tajikistan Emomali Rakhmon has repeatedly mentioned, that one of the strategic aims of the national Government is the construction and restoration of roads and bridges of the republican and international importance in order to enable Tajikistan to overcome communications deadlock.

Establishment of logistic centers of international importance at the territory of Tajikistan also seems to be of extreme importance. These centers will enable to consolidate cargo traffic from the EurAsEC member-states, Uzbekistan, Afghanistan and China.

The arrangements included in the enclosed Road Map for developing international road transportation on route Europe-Asia are in line with the transport policy of the Republic of Tajikistan. These arrangements may be utilized for the purpose of building modern and competitive national road transportation sector which will provide employment and socio-economic stability in the country.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries (primarily with EurAsEC member states): a) comparative analysis of current bilateral agreements to reveal their non-compliance with formation of the EurAsEC Single Transport Space, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions The analysis carried out will help to develop a phased plan to eliminate restrictions in framework of formation of the EurAsEC Single Transport Space	2011-2013	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets, including third countries markets 2. Additional effects from export of transport services. 3. Reduction of the transport component in prices of export and import goods. 4. Unification of conditions for international road transport haulage within the EurAsEC territory
I.2.	Signing of SCO Intergovernmental agreement on development of international road transportation facilitation	The agreements should set up a legal framework for future road transport haulage between SCO member states The SCO multilateral permits may become an additional to the current bilateral permits and also expand the geography of freight haulage between China and other SCO member states	2011-2012	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Expansion of access by Tajik road transport companies to haulage services markets in the SCO region; 2. Effect for customers (reduction of the transport costs in prices of export and import goods 3. Implementation decisions of SCO Transport Ministerial meeting (November 2009) 4. Expansion road transportation between Tajikistan and China
I.3	Finalisation the draft of tri-lateral Agreement between the Tajikistan, China and Kyrgyzstan on international road transportation	The agreement must establish a legal framework for the future road transportation between China and Afghanistan by transit through the territory of Tajikistan	2011-2012	Government of the Republic of Tajikistan jointly with the Government of Kyrgyz Republic and PRC State Council	<ol style="list-style-type: none"> 1. Access of Tajik road transport companies to haulage services markets between China and Afghanistan 2. Multiplicative effects as result of the development of transit of Chinese and Afghan cargoes through the territory of the Tajikistan
II. Integration into the Asian and Global transport systems					
II.1	Accession to the 1972 Customs Convention on Containers and harmonisation of national legislation with the requirements of this Convention	Simplification of container freight haulage in Tajikistan	2011	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Lower transport costs in prices of transported export and import goods 2. Further development of container freight haulage in Tajikistan 3. Implementation of UN-ESCAP Resolution 48/11

II.2	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Republic of Tajikistan	2011	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Tajik companies 2. Easier transition of the international road transport haulage sector to application of modern information technologies
II.3	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ul style="list-style-type: none"> • Facilitation of visa procedures for professional drivers; • Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; • Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; • Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; • Accepting the International Technical Inspection Certificate; Introduction and recognition of the International Vehicle Weighing Certificate <ul style="list-style-type: none"> • Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Tajik companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2011-2012	Ministry of transport and communications of the Republic of Tajikistan, Customs Service of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2011	Customs Service of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction the practice of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states	2011-2012	Ministry of transport and communications of the Republic of Tajikistan, Customs Service of the Republic of Tajikistan, other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance



No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
III.4	Introduction of a “single window” system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	Customs Service of the Republic of Tajikistan, other related governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the Asian roads network, the EurAsEC, CAREC and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Tajik roads into the Asian network 3. Involvement of foreign investments in the development of the transport sector
IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Tajikistan participation in international projects and programs including: <ul style="list-style-type: none"> • EurAsEC; • TRACECA; • CAREC; • SPECA; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of transport and communications of the Republic of Tajikistan	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures Making highways in Tajikistan more attractive for road transport operators from EU countries
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure, including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of transport and communications of the Republic of Tajikistan, Customs Service of the Republic of Tajikistan, other related governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in the territory of Republic of Tajikistan 2. Building up additional freight traffic on national transport communications
V.2		Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of Tajikistan. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership			<ol style="list-style-type: none"> 1. Building up additional freight traffic on national transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery;

	Modernisation of road transport border crossing points and expansion of their traffic capacity	Equipment of border crossing points with modern IT systems, X-ray trucks scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of transport and communications of the Republic of Tajikistan, Customs Service of the Republic of Tajikistan, other related governmental agencies	3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VI. Development of logistics					
VI.1	Creation of a network of logistic centres to serve consolidation, export and transit cargoes and trucks	Creation of international logistic centres near Dushanbe and Nijnij Pyandzh for Afghan transit cargo consolidation	2011-2012	Government of the Republic of Tajikistan	1. Attracting investments into economy of the Republic of Tajikistan 2. Attracting additional transit cargoes on the National transport communications
VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet	2011-2013	Government of the Republic of Tajikistan	1. Harmonisation of vehicle fleet with International requirements 2. Greater safety of road traffic 3. Attracting additional investments into Tajik economy
VII.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Tajik market	2011-2013	Government of the Republic of Tajikistan	1. Harmonisation of vehicle fleet with International requirements 2. Greater safety of road traffic 3. Attracting additional investments into Tajik economy
VIII. Access to profession and training standards					
VIII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of transport and communications of the Republic of Tajikistan	1. Greater safety of road traffic 2. Greater access for Tajik carriers to foreign markets



Turkmenistan

Due to its location at the Western part of the Caspian Region Turkmenistan plays an utterly important role in cargo transportation on routes West-East and North-South. Roads across Turkmenistan link Central Asian states with Iran and Turkey and in future may provide the shortest transport routes between Western Afghanistan and European countries.

Road transport infrastructure and road transport sector of Turkmenistan are intensively developing and modernizing. In the beginning of 2010 the President of Turkmenistan Gurbanguly Berdimuhamedov signed the Decree on step-by-step reconstruction of old roads and construction of new ones with total length of 1676 km. These works are planned to be accomplished by October 2014. The works will be conducted by the State Concern “Turkmenavtoellary”. After reconstruction the new and reconstructed roads will meet the standards of the 1-st technical category including permanent traffic lines, roadway width of 12.25 m in each direction, highway lighting and stiffening of roadside sands. In addition, road facilities will be improved with the usage of geotextile materials, new road signs, electronic guideboards and metal road guards will be installed, modern traffic lane markers applied, parking lots and rest places for drivers will be constructed. These works will be conducted at the sections of such important international highways as Ashgabad-Turkmenbashi, Ashgabad-Mary-Turkmenabad-Farab, Ashgabad-Karakumy-Dashhowuz.

Besides, 90 new road bridges, located at the road sections which are under construction or renovation, were opened for movement in 2010. These bridges have been constructed by the Turkish company “NET Yapi ve Tijaret Limited Sarketi”. Out of the total number 31 bridges are located at Turkmenbashi-Ashgabad highway and 30 – at Ashgabad-Mary highway.

Thus additional preconditions for increasing international road transport haulage between Turkmenistan and neighboring states, and also EU and China, have been created.

At the same time much work is still to be done aimed at adjusting national technical and technological aspects of international road transport haulage to commonly used standards, contained in UN international agreements and conventions in the field of transport facilitation, and recommended to all Asian states by the ESCAP Resolution 48/11.

Facilitation of the border crossing procedures for international road transporters will enable them to substantially increase time and cost effectiveness of transit movement across the territory of Turkmenistan. It will result in higher cargo traffic and create multiplicative effects for the national economy along the main Euro-Asian routes.

Below is the Road Map for developing international road transportation in Turkmenistan, which is a plan of progressive development of country's potential in the road transportation sector, which can be used during the further utilisation of the advantages of the geographic location of Turkmenistan.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Finalisation of national procedures and enact the bilateral Agreement on International Road Transport between Turkmenistan and Georgia	The agreement must establish a legal framework for the future road transportation between Turkmenistan and Georgia	2011-2012	Government of Turkmenistan jointly with the Government of Georgia	<ol style="list-style-type: none"> 1. Greater access for Turkmen road transport companies to the international freight haulage market; 2. Enlargement of geography and facilitation of trade for Turkmenistan
I.2.	Accession to the ECO multilateral permits system	An opportunity to apply the ECO multilateral permits in the territory of Turkmenistan. The ECO multilateral permit may become a supplement to the current bilateral permits and also expand the geography of freight haulage between Turkmenistan and other ECO countries	2012-2013	Government of Turkmenistan in conjunction with the governments of ECO member states, with international experts support	<ol style="list-style-type: none"> 1. Greater access for Turkmen road transport companies to the international freight haulage market; 2. Greater access for carriers from the ECO countries to the Turkmen haulage market; 3. Expansion of the geography and facilitation of Turkmenistan's trade; 4. Creation of stimuli for modernisation of the trucks fleet in Turkmenistan. 5. Formation of a full-fledged multilateral system of road transportation in the ECO region
II. Integration into the Asian and Global transport systems					
II.1	Accession to the 2004 Intergovernmental Agreement on the Asian Highway Network and bringing national legislation into accord with its provisions	<ol style="list-style-type: none"> 1. Development of Asian road routes in the territory of Turkmenistan; 2. Unification of standards in the area of road transport infrastructure 	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Improvement of the technical quality of national roads 2. Attracting foreign investments into rehabilitation and development of roads 3. Greater speed of freight deliveries, combined with greater safety of road transport
II.2	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and harmonise national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic check-ups of vehicles employed in international road transport haulage	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet in Turkmenistan; 2. Greater safety of road traffic

II.3	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Turkmenistan	2011	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage 2. Facilitation of international haulage procedures for Turkmen companies 3. Easier transition of the international road transport haulage sector to application of modern information technologies
II.4	Accession to the 1972 Customs Convention on Containers and harmonisation of national legislation with the requirements of this Convention	Simplification of container freight haulage in Turkmenistan	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Further development of container freight haulage to Turkmenistan 2. Lower transport costs in prices of transported export and import goods 3. Implementation of UN-ESCAP Resolution 48/11
II.5	Accession to the 1982 International Convention on the Harmonisation of Frontier Controls of Goods, and bringing national legislation into accord with the requirements of the Convention and Annex 8 thereto that entered into force in May 2008	<ol style="list-style-type: none"> 1) Facilitation of visa procedures for professional drivers; 2) Regular information for all parties involved in international transport operations on harmonised and coordinated procedures of frontier control; 3) Requirements for international road transport operations providing for all necessary control procedures at the points of departure and destination for the goods transported by road so as to alleviate congestions at border crossing points; 4) Providing for priority frontier crossing for urgent consignments, e.g. live animals and perishable goods; 5) Accepting the International Technical Inspection Certificate; 6) Introduction and recognition of the International Vehicle Weighing Certificate 7) Establishing minimum requirements for frontier crossing points open for international goods traffic 	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Turkmen carriers 2. Shorter periods of waiting at the frontiers, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and prices of freight delivery for customers
II.6	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of Turkmenistan and the system of control over these carriages	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Harmonisation of the system of dangerous goods carriage with neighbouring states 3. Lower transport component in prices of transported goods
II.7	Accession to the 1970 Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage, and bringing national legislation into accord with its requirements	Harmonisation of the system of perishable foodstuffs carriages in the territory of Turkmenistan and the system of control over these carriages	2011-2012	The Government of the Turkmenistan and National Assembly (Mejlis)	<ol style="list-style-type: none"> 1. Modernisation of the vehicle fleet 2. Harmonisation of the system of perishable foodstuffs carriage with neighbouring states. 3. Lower transport component in prices of transported goods



No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2012-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2012-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction the practice of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states	2012-2013	Ministry of foreign affairs of Turkmenistan, State Customs Committee, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
III.4	Introduction of a "single window" system for submitting, processing and checking the documents for freights and vehicles at border crossing points	Providing for freight check-up procedures at the frontiers performed by a single authorised state agency	2012-2013	Ministry of foreign affairs of Turkmenistan, State Customs Committee, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the frontiers; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Intermodal transportation development					
IV.1	Providing the most-favoured regime for road transport vehicles in the access to ferry crossing over the Caspian Sea via Turkmenbashi Port	Ensuring non-discrimination of road transport operators as compared to railway companies in the order of priority in embarkation on ferries at Turkmenbashi Sea Port	2011-2012	The Ministry of road transport of the Turkmenistan, Department of Maritime and River Transport of Turkmenistan, Turkmenbashi Sea Port Administration	<ol style="list-style-type: none"> 1. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 2. Building up additional freight traffic on transport communications of Turkmenistan 3. Greater volume of operations for Turkmenbashi sea port. 4. Lower harmful effect on the environment and lower fuel consumption

IV.2	Advanced development of ferry operations, and enhancement of the quality of services	Ferry lines from Turkmenbashi sea port can attract considerable freight traffic following between Europe and Asia on the condition that transportation tariffs are lower than the expenses of carriers on land routes (along highways round about the territory of Turkmenistan) The services offered for ferry crossing should increase in accordance with growing demand.	2011-2013	The Ministry of road transport of the Turkmenistan, Department of Maritime and River Transport of Turkmenistan, Turkmenbashi Sea Port Administration	<ol style="list-style-type: none"> 1. Launching ferry service operations on the Caspian Sea similar in the quality and prices to the services provided to EU countries on the Baltic Sea 2. Building up additional freight traffic on transport communications and in sea ports of Turkmenistan; 3. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 4. Greater volume of operations for Turkmenbashi sea port.
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the Asian roads network, TRACECA corridor, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Turkmenistan's roads into the Asian network 3. Involvement of foreign investments in the development of the transport sector
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Turkmenistan's participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • SPECA; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc). 	2011-2013	Ministry of foreign affairs of Turkmenistan	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in the Turkmenistan more attractive for road transport operators from EU countries
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project in creating a Model Highway at a road section in Central Asia	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure, involving: <ul style="list-style-type: none"> • border crossing points; • filling stations; • parking facilities; • hotels and motels; • auto service stations. 	2011-2013	Ministry of foreign affairs of Turkmenistan, State Customs Committee, other related governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures on the territory of Turkmenistan 2. Building up additional freight traffic on Turkmenistan's transport communications
VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing Turkmenistan territory. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, buses and coaches, and private cars.	2011-2013	Ministry of foreign affairs of Turkmenistan, State Customs Committee, other related governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on roads in Turkmenistan; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.



No.	Measure	Practical significance of the measure for the development of international road transport haulage	Target timelines	Competent national authority	Economic significance for the national economy
VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for development of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the vehicles and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Harmonisation of Turkmenistan's trucks fleet with international requirements 2. Greater safety of road traffic 3. Attracting additional investments into the development of Turkmenistan's economy
VII.2	Promotion of development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Turkmen market	2011-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Harmonisation of Turkmenistan's trucks fleet with international requirements 2. Greater safety of road traffic 3. Attracting additional investments into the development of Turkmenistan's economy
VIII. Visas for professional drivers					
VIII.1	Introduction of the practice of multiple visa issuance for professional drivers	issuance of multiple visas valid for up to 1 year for professional drivers	2011-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Facilitation of international road transportation and greater volume of transit via Turkmenistan 2. Greater access for Turkmen carriers to foreign markets
VIII.2	Introduction of the practice of visa issuance for professional drivers at the borders	Visa issuance on the border (on demand) for professional drivers	2011-2013	Government of Turkmenistan	<ol style="list-style-type: none"> 1. Facilitation of international road transportation and greater volume of transit via Turkmenistan 2. Greater access for Turkmen carriers to foreign markets
IX. Access to profession and training standards					
IX.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of foreign affairs of Turkmenistan	<ol style="list-style-type: none"> 1. Creation in Turkmenistan of a system of training and qualification upgrade for drivers and managerial personnel 2. Greater safety of road traffic 3. Greater access for Turkmen carriers to foreign markets

Ukraine

Ukraine is a major Euro-Asian state located at the cross-road of numerous trade routes connecting the European Union with the states of Caucasus, Black Sea Region, Central Asia and the Russian Federation. Geographical advantages of Ukraine are reflected by the it's service trade pattern. Transport accounts for 40 per cent of the service import and for more than 45 per cent of the service export. The road transport for it's part accounts for more than 70 per cent of the total national freight traffic.

Ukrainian road transport sector plays a key role in serving Ukrainian foreign trade and goods transit across the national territory. According to the Ukrainian National Statistical Committee in 2010 the road transit volume exceeded 4.5 mln. tons that is 38 per cent more than in 2009.

In recent years the Ukrainian road transport potential has significantly increased. The truck stock is being intensively renovated, transport operations cover increasingly wide area. Ukrainian companies have recently succeeded to enhance their competitiveness and increase their share of the European transport market. To great extent successes of the Ukrainian road transport sector stem from an active and constructive policy pursued by the Association of International Road Carriers of Ukraine (AsMAP UA).

In the same time there is a range of hidden opportunities that could give, once they are engaged, a new impetus to the international road transport development in Ukraine.

Implementation of the following Road Map provisions could be instrumental in releasing these opportunities and enhancing the competitiveness of Ukrainian operators on the international road transport market.

The key elements of the Road Map are formulated as follows:

1. active involvement of Ukrainian carriers into the system of Euro-Asian transport links;
2. use of geo-strategic advantages of Ukraine in the Black Sea Region through development of road-to-sea ferry-boat lines up to European standards;
3. upgrade of Ukrainian bilateral road transport agreements in order to facilitate market access for operators and reduce their costs;
4. Ukraine should take advantage of multilateral permit systems such as ECMT and BSEC to scale up operations between third country markets;
5. consistent harmonisation and simplification of border-crossing procedures as a systemic instrument of road transport development and reduction of the transport share in the price of exported/imported goods;
6. development of support infrastructure along the most important international routes of Ukraine in line with the highest European standards;
7. improvement of the professional training system intended for the actors of the Ukrainian international road transport market.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements;	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia	2011-2013	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets and by foreign carriers to Ukraine's market (reciprocal liberalisation). 2. Facilitation procedures of bilateral permits obtaining for carriers 3. Reduction of the transport component in prices of export and import goods. 4. Harmonisation of conditions for international road transport haulage with the European Union 5. Fulfillment of provisions of the MoU on facilitation of road transport of goods in the BSEC Region
I.2.	Preparing and signing a GUAM four-party regional agreement on international road transportation (as an alternative measure, to amend the current bilateral agreements in order to introduce permit-free road transport haulage inside the GUAM and free transit of freights and trucks along the Europe – Asia routes.	The agreement can replace 6 current bilateral agreements signed by GUAM member states, and harmonise the road transport haulage regimes over the entire GUAM territory on the basis of a permit-free system. Implementation of this system may help achieve within the GUAM territory the results recorded in p. 1.1.	2011-2012	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Lifting restrictions on international freight haulage over the GUAM space for carriers from GUAM member states. 2. Reduction of the transport component in prices of foreign trade goods carried within the GUAM framework. 3. Implementation of the GUAM-Transit Program
I.3.	Negotiation and drafting of a bi/multi-lateral agreement on international road transportation with the People's Republic of China	The agreement should create a legal framework for future road transport haulage between China (following its accession to the 1975 TIR Convention) and European countries by transit across the territory of Ukraine	2012-2013	Cabinet of Ministers, Ukraine, in conjunction with PRC Government	<ol style="list-style-type: none"> 1. Access for Ukrainian road transport companies to the market of freight haulage between China and Europe 2. Formation of new routes for freight deliveries between China and Ukraine
I.4.	Preparation and conclusion of a bi/multi-lateral agreement with the Islamic Republic of Afghanistan on facilitation of transit road transportation	The Agreement should create a legal framework for future road transport haulage between Afghanistan and European countries by transit across Ukraine's territory	2011-2012	Cabinet of Ministers, Ukraine, in conjunction with Government of the Islamic Republic of Afghanistan	<ol style="list-style-type: none"> 1. Development of land schemes cargo deliveries to Afghanistan from Europe, incl. within the framework of projects of "back- bound cargos from Afghanistan" 2. Access for Ukrainian road transport companies to the market of freight haulage between Afghanistan and Europe.

					<p>3. Multiplicative effect of development of Afghan freights transit haulage across Ukraine's territory</p>
I.5	Ukraine's accession to the BSEC system of multilateral permits	Extension of the area covered by the BSEC multilateral permits to the territory of Ukraine. The BSEC multilateral permit may serve as a supplement to the bilateral permits now in effect. The permit may be used in freight transportation from/to Ukraine and also in transit haulage across its territory.	2011-2012	Cabinet of Ministers, Ukraine	<p>1. Expansion of access by Ukrainian road transport companies to haulage services markets in the Black Sea region</p> <p>2. Ukraine's participation in decision making on future development of the BSEC multilateral permit system;</p> <p>3. Providing for effective freedom of transit in accordance with GATT Article V</p> <p>4. Enhanced competition on the road transport market will have a positive effect for the transport customers and result in reduction of the transport component in prices of Ukrainian goods</p>
I.6	Actions in favor of the ECMT multilateral permits system	<p>In the framework of the International Transport Forum (ITF) measures have to be taken to maintain the ECMT system of multilateral permits and to draw up proposals for its further improvement under new economic conditions.</p> <p>A unique feature of the ECMT system is that it makes it possible for the carriers to employ more efficient (compared to bilateral permits) multilateral permits and to expand their access to foreign markets (European, in the first place) of transport services. In addition, the ECMT system stimulates renovation of the vehicle fleet.</p>	2011-2012	Cabinet of Ministers, Ukraine, Ministry of Infrastructure of Ukraine	<p>1. Greater opportunities for Ukrainian road transport companies in gaining access to freight haulage markets in third countries (firstly in Europe).</p> <p>2. Ukraine's participation in the multilateral dialogue within the ITF framework concerning future development of the ECMT system of permits.</p> <p>3. Renovation of the trucks fleet employed in international freight haulage.</p> <p>4. Effect for customers (reduction of the transport costs in prices of Ukrainian export and import goods).</p>
II. Integration into the European and Global transport systems					
II.1	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in Ukraine's national legislation will make it possible to use the CMR electronic consignment note in the territory of Ukraine	2011	Cabinet of Ministers, Ukraine	<p>1. Expansion of mechanisms for electronic exchange of data in the area of international freight haulage</p> <p>2. Facilitation of international haulage procedures for Ukrainian companies</p> <p>3. Easier transition of the international road transport haulage sector to application of modern information technologies</p>



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.2	Bringing national legislation into accord with the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ol style="list-style-type: none"> 1. Facilitation of visa procedures for professional drivers; 2. Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; 3. Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; 4. Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; 5. Accepting the International Technical Inspection Certificate; 6. Introduction and recognition of the International Vehicle Weighing Certificate 7. Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Ukrainian companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lines at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2011-2012	Ministry of infrastructure of Ukraine and State Customs Service of Ukraine	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2011	State Customs Service, Ukraine	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring state	2011-2012	Ministry of infrastructure of Ukraine, State Customs Service, border guard, sanitary veterinary and other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance

III.4	Introduction of a “single window” system for submitting, processing and checking the documents for freights and trucks at border crossing points	Providing for freight check-up procedures at the borders performed by a single authorised state agency; Introduction of a single administrative document similar to the one applied in the EU.	2011-2012	State Customs Service upon coordination with Ukraine's other competent services	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Intermodal transportation development					
IV.1	Providing the most-favoured regime for road transport vehicles in the access to ferry crossing over the Black Sea	Ensuring non-discrimination of road transport operators as compared to railway companies in the order of priority in embarkation on ferries at Ukrainian sea ports	2011-2012	Ministry of infrastructure of Ukraine, UkrFerry	<ol style="list-style-type: none"> 1. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 2. Redirection of part of the road transport traffic following along motor roads across Ukraine (or round about the territory) to Black Sea ferry lines; 3. Additional revenues for the marine shipment business of Ukraine; 4. Greater volume of operations for Ukraine's sea ports. 5. Lower harmful effect on the environment and lower fuel consumption 6. An opportunity to use the respite offered by ferry crossing as rest time for the drivers, thereby meeting the AETR requirements
IV.2	Ensuring stability of operation of ferry lines	Providing for public display of timetables of ferry operation Strict compliance with the operations timetables Providing for preliminary booking and fares payment for ferries through the Internet	2011-2013	Ministry of infrastructure of Ukraine, UkrFerry	<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications and in sea ports of Ukraine; 2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 3. Additional revenues for the marine shipment business of Ukraine; 4. Greater volume of operations for Ukraine's sea ports.
IV.3	Advanced development of ferry operations, and enhancement of the quality of services	Ferry lines from Ukrainian sea ports can attract considerable freight traffic following between Europe and Asia on the condition that transportation tariffs are lower than the expenses of carriers on land routes (along highways in Ukraine or round about the territory, across Turkey)	2011-2013	Ministry of infrastructure of Ukraine, UkrFerry	<ol style="list-style-type: none"> 1. Launching ferry service operations on the Black Sea similar in the quality and prices to the services provided to EU countries on the Baltic Sea



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
		The services offered for ferry crossing should increase in accordance with growing demand. Measures have to be envisaged to introduce modern ferries designed for transportation of not only trucks, motor cars, busses and coaches, but also passengers (tourists).			<ol style="list-style-type: none"> 1. Building up additional freight traffic on transport communications and in sea ports of Ukraine; 2. Reduction of the carriers' expenses in freight deliveries between Europe and Asia; 3. Additional revenues for the marine shipment business of Ukraine; 4. Greater volume of operations for Ukraine's sea ports. 5. Development of coach and individual tourism in the Black Sea region
V. Development of main road infrastructure					
V.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the E-roads network, the GUAM and TRACECA corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Ukraine's highways into the European road network 3. Involvement of foreign investments in the development of the transport sector 4. Greater safety of road traffic 5. Lower harmful effect on the environment and lower fuel consumption
V.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up Ukraine's participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • GUAM-Transit; • Trans-European network for motorways Project (TEM); • Black Sea Ring Highway (BSRH) Project; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of infrastructure of Ukraine	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in Ukraine more attractive for road transport operators from EU countries
VI. Development of ancillary road infrastructure					
VI.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway at a section of the Black Sea Ring Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure (including border crossing points) from Ukraine's border with the Republic of Moldova to the border with the Russian Federation, this including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of infrastructure of Ukraine, State Customs Service and other competent Governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures in Ukraine's territory 2. Building up additional freight traffic on Ukraine's transport communications

VI.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing Ukraine's territory. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray trucks scanners, and separate lanes for trucks running under the TIR procedure, busses and coaches, and private cars.	2011-2013	Ministry of infrastructure of Ukraine, State Customs Service, and other competent services	<ol style="list-style-type: none"> 1. Building up additional freight traffic on Ukraine's transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VII. Truck fleet modernisation					
VII.1	Creation of favorable conditions for modernisation of the vehicle fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the trucks and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the vehicle fleet 	2011-2013	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Ukraine with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Ukrainian economy
VII.2	Development of leasing operations (including financial) involving vehicle fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Ukrainian market	2011-2013	Cabinet of Ministers, Ukraine	<ol style="list-style-type: none"> 1. Harmonisation of vehicle fleet in Ukraine with European requirements 2. Greater safety of road traffic 3. Attracting additional investments into Ukrainian economy
VIII. Access to profession and training standards					
VIII.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of Infrastructure of Ukraine	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Ukrainian carriers to foreign markets



The Republic of Uzbekistan

Historically the modern territory of Uzbekistan was lying in the heart of the historical Great Silk Road – the shortest route from Asia to Europe. Revival of the Great Silk Road by development of international road transportation between Asia and Europe is an important task in the politics of Uzbekistan. The following steps are undertaken in Uzbekistan for the solution of this problem:

- Renovation and modernisation of the fleet of trucks designed for long-distance transportation;
- Reconstruction and restoration of infrastructure;
- Establishment of the international logistic centers system;
- Development of multimodal “door-to-door” transportation programs

Significant progress in developing international road transportation the Republic of Uzbekistan in recent years has been achieved due to the contribution from the Association of International Road Carriers (AIRCUZ).

Further development of international of international road transportation on routes being part of the Great Silk Road across the territory of Uzbekistan should be based on activities aimed at broadening the access of Uzbek companies to the foreign markets, facilitation of border-crossing procedures, including through harmonisation of national legislation and standards with provisions of the main international agreements and conventions, for example International Convention on the Harmonisation of Frontier Control of Goods of 1982 and its Annex 8.

Implementation of the Project “Model Highway Initiative” at the Central Asian section, which crosses the territory of Uzbekistan, will enable modernisation of the support road infrastructure in accordance with the advanced European experience and best practices. In its turn it will support higher attractiveness of the national transport communications for international transportation and allow to fully realise the transit potential.

The above mentioned and other arrangements aimed at developing international transportation by road in the Republic of Uzbekistan on Europe-Asia routes are reflected in the enclosed Road Map.



ROAD MAP FOR THE DEVELOPMENT OF INTERNATIONAL ROAD TRANSPORT
ALONG EUROPE-ASIA ROUTES

No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
I. Systematic measures					
I.1.	Modernisation of the current bilateral agreements on international road transportation with other countries: a) comparative analysis of current bilateral agreements to reveal their non-compliance with WTO provisions, including freedom of transit, restrictions on market access, and national regimes; b) harmonisation of current and future bilateral agreements;	Comparative analysis of bilateral agreements will help to identify measures that restrict international road transport haulage: <ul style="list-style-type: none"> • Quotas on international road transport haulage (quantitative restrictions); • Restrictions on haulage to/from third countries; • Transit toll and transit restrictions; • other quantitative and non-quantitative restrictions. The analysis carried out will help to draw up a staged plan to remove restrictions non-compliant with the WTO from the text of bilateral agreements by introducing changes and amendments coordinated with governments of other countries of Europe and Asia	2011-2013	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Lifting restrictions on access by national carriers to foreign markets and by foreign carriers to Uzbek market (reciprocal liberalisation). 2. Facilitation procedures of bilateral permits obtaining for carriers 3. Reduction of the transport component in prices of export and import goods.
I.2.	Signing of SCO Intergovernmental agreement on development of international road transportation facilitation	The agreements should set up a legal framework for future road transport haulage between SCO member states The SCO multilateral permits may become an additional to the current bilateral permits and also expand the geography of freight haulage between China and other SCO member states via Uzbekistan territory	2011-2012	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Expansion of access by Uzbek road transport companies to haulage services markets in the SCO region; 2. Effect for customers (reduction of the transport costs in prices of export and import goods) 3. Implementation decisions of SCO Transport Ministerial meeting (November 2009) 4. Expansion road transportation between Uzbekistan and China
I.3.	To start practical implementation of the trilateral 1998 Agreement between China, Kyrgyzstan and Uzbekistan, namely exchange permits and launch operations on the Irkeshtam-Osh-Andizhan route	The agreement must establish a legal framework for the future road transportation between China and the CIS / Europe countries by transit through the territory of the Republic of Uzbekistan	2011-2012	Government of the Republic of Uzbekistan jointly with Government of Kyrgyz Republic and PRC State Council	<ol style="list-style-type: none"> 1. Access of Uzbek road transport companies to haulage services markets between China and CIS / Europe 2. Multiplicative effects as result of the development of transit of Chinese cargoes through the territory of Uzbekistan
II. Integration into the Asian and Global transport systems					
II.1	Accession to the 1958 Agreement on the Adoption of Uniform Technical Regulations for Wheeled Vehicles, Equipment and Parts which	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic check-ups of vehicles employed in international road transport haulage	2011-2012	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Modernisation of the trucks fleet in Uzbekistan; 2. Greater safety of road traffic

	Acan be fitted and /or be used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and harmonise national standards concerning vehicles engaged in international road transport operations under this Agreement				
II.2	Accession to the 1997 Agreement concerning Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles and the Reciprocal Recognition of Such Inspection, and harmonisation of national standards concerning vehicles engaged in international road transport operations under this Agreement	Unification of requirements on road transport vehicles, and introduction of the universally accepted system of periodic inspections of vehicles employed in international road transport haulage	2011-2012	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Modernisation of the trucks fleet in Uzbekistan; 2. Greater safety of road traffic
II.3	Accession to the Additional Protocol to the Convention on the Contract for the International Carriage of Goods by Road (CMR) concerning the electronic consignment note, and harmonisation of national legislation in accordance with the Convention's requirements.	Accession to the Protocol and changes and amendments made in national legislation will make it possible to use the CMR electronic consignment note in the territory of the Republic of Uzbekistan	2011	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Uzbek companies 2. Easier transition of the international road transport haulage sector to application of modern information technologies
II.2	Bringing national legislation in accordance with the the 1982 International Convention on the Harmonisation of Frontier Controls of Goods and its Annex 8 that came into effect in May 2008.	<ol style="list-style-type: none"> 1. Facilitation of visa procedures for professional drivers; 2. Regular information regularly inform all parties involved in international transport operations in a harmonised and co-ordinated manner on border control; 3. Requirements for international road transport operations providing for all necessary control procedures to the places of departure and destination of the goods transported by road so as to alleviate congestion at the border crossing points; 3. Providing for priority frontier crossing for to urgent consignments, e.g. live animals and perishable goods; 4. Accepting the International Technical Inspection Certificate; 5. Introduction and recognition of the International Vehicle Weighing Certificate 6. Establishing minimum requirements for border crossing points open for international goods traffic 	2011-2012	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Facilitation of international haulage procedures for Uzbek companies 2. Shorter period of waiting at the borders, and shorter time of freight delivery 3. Reduction of financial expenditures for carriers and costs of freight delivery for customers



No.	Measure	Practical significance of measures for development of international road transportation	Target timelines	Competent national authority	Economic significance for the national economy
II.5	Accession to the 1957 European Agreement concerning international Carriage of Dangerous Goods by Road (ADR), and bringing national legislation into accord with its requirements	Harmonisation of the system of dangerous goods carriages in the territory of Uzbekistan and the system of control over these carriages	2011-2012	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Lower transport component in prices of export and import goods
III. Facilitation of border crossing procedures and creating of better working conditions for international road transport operators					
III.1	Arranging a dedicated TIR Green Lanes at road transport border crossing points	The truck, passenger car, and bus and coach traffic lanes divided at border crossing points, and a special lane allocated for trucks running under the TIR procedure	2011-2012	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan, State Customs Committee of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.2	Introduction of procedures of electronic predeclaration of freights, TIR-EPD	Accession to the IRU TIR-EPD system and introduction of preliminary electronic notifications of customs services about the freights and trucks running under the TIR procedure.	2011-2012	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan, State Customs Committee	<ol style="list-style-type: none"> 1. Reduction and/or prevention of waiting lines at border crossing points 2. Shorter time of freight delivery and enhanced efficiency of road transport companies' performance
III.3	Introduction the practice of joint check-ups of trucks in the border crossing points	Exercising check-up and entry clearance procedures at the borders in conjunction with competent bodies of the neighbouring states	2011	State Customs Committee of the Republic of Uzbekistan, State Customs Committee and other competent Governmental agencies	<ol style="list-style-type: none"> 1. Reduction of public spending on control measures at the borders, combined with fulfillment of all requirements and procedures for freight and vehicle check-up at the borders; 2. Shorter time of freight deliveries and enhanced efficiency of road transport companies' performance
IV. Development of main road infrastructure					
IV.1	Implementation of investment projects for development of highways that are part of the Euro-Asian transport routes	Priority development of highways included in the Asian roads network, TRACECA and CAREC corridors, and also in the system of the main Euro-Asian routes identified within the framework of the joint UN ECE – UNESCAP project for development of Euro-Asian transport linkages	2011-2013	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Achieving a series of multiplicative effects associated with development of roads 2. Integration of Uzbekistan's roads into the European road network 3. Involvement of foreign investments in the development of the transport sector 4. Greater safety of road traffic 5. Lower harmful effect on the environment and lower fuel consumption

IV.2	Participation in the implementation of international projects and programs for development of Euro-Asian transport linkages	Stepping up the Republic of Uzbekistan participation in international projects and programs including: <ul style="list-style-type: none"> • TRACECA; • CAREC; • SPECA; and • Projects and Initiatives implemented by the IRU (IRU TIR EPD, NELTI, MHI, etc. 	2011-2013	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Participation in decision making within the framework of international projects and programs that envisage development of highway infrastructures 2. Making highways in Uzbekistan more attractive for road transport operators from EU countries
V. Development of ancillary road infrastructure					
V.1	Participation in the implementation of the IRU MHI Project by creating a Model Highway	Creation of a Model Highway equipped with modern and safe facilities of ancillary infrastructure, including: <ul style="list-style-type: none"> • border crossing points; • gasoline stations; • parking lots; • hotels and motels; • auto service stations. 	2011-2013	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan, State Customs Committee of the Republic of Uzbekistan and other related governmental agencies	<ol style="list-style-type: none"> 1. Attracting investments into development of ancillary infrastructures on the territory of Uzbekistan 2. Building up additional freight traffic on Uzbek transport communications
V.2	Modernisation of road transport border crossing points and expansion of their traffic capacity	Creation of modern border crossing points at the most important Euro-Asian routes crossing territory of Uzbekistan. Making use of the IRU MHI initiative and foreign best practices in creation of modern border crossing points within the framework of public-private partnership Equipment of border crossing points with modern IT systems, X-ray vehicles scanners, and separate lanes for trucks running under the TIR procedure, buses and coaches, and private cars.	2011-2013	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan, State Customs Committee of the Republic of Uzbekistan and other related governmental agencies	<ol style="list-style-type: none"> 1. Building up additional freight traffic on Uzbek transport communications; 2. Shorter periods in waiting at the borders, and shorter time of freight delivery; 3. Reduction of financial expenditures for carriers and of prices of freight delivery for customers.
VI. Truck fleet modernisation					
VI.1	Creation of favorable conditions for modernisation of the trucks fleet engaged in international road transport haulage	<ol style="list-style-type: none"> 1. Introduction of zero import customs duties for the trucks and equipment intended for international road transport haulage 2. Creation of conditions for development of centres of distribution and technical maintenance and service of the trucks fleet 	2011-2013	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Harmonisation of trucks fleet in Uzbekistan with International requirements 2. Greater safety of road traffic 3. Attracting additional investments into Uzbek economy
VI.2	Development of leasing operations (including financial) involving trucks fleet engaged in international road transport haulage	Creation of favorable conditions for the operation of international leasing companies on the Uzbek market	2011-2013	Government of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Harmonisation of trucks fleet in Uzbekistan with International requirements 2. Greater safety of road traffic 3. Attracting additional investments into Uzbek economy
VII. Access to profession and training standards					
VI.1	Enhancing the skills and qualifications of drivers and managerial personnel of road transport companies, and of government authority officials	Upgrade of the quality assurance standards in the area of training of road transport companies' personnel on the base of IRU Academy programs Enhancing the level of professional skills of the drivers on the basis of best practices	2011-2013	Ministry of foreign economic relations, investments and trade of the Republic of Uzbekistan	<ol style="list-style-type: none"> 1. Greater safety of road traffic 2. Greater access for Uzbek carriers to foreign markets

NELTI Routes

