



*UN Development Account Capacity Building Project
on Interregional Transport Linkages*

3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages
(27 – 29 June 2005, Istanbul, Turkey)

Document 3. Summary of responses received on the proposed routes

The current document describes 1) the reservations made during the 2nd EGM (para. 17 of the Report) and responses received by the secretariat; and 2) additional proposals made by countries. During discussion of Agenda item 3 “Review of selected Euro-Asian routes for priority development”, it is expected that National Focal Points of the concerned member countries and those directly affected will provide further clarifying statements.

1. Reservations expressed during the 2nd EGM and responses (para. 17 of the Report of the 2nd EGM):

A. Georgia

The National Focal Point of Georgia reserved himself to consult with his Government before making a final decision on the proposed railway linkage connecting his country with Turkey through a new rail connection through Akhalkalaki, as well as for the extension of road section E117 from Tbilisi to Vladikavkaz.

Response: The National Focal Point of Georgia informed the secretariat that upon consulting his Government, the proposal for the rail connection “Kars-Akhalkalaki” (referred to as rail route 3.n. of Annex I) is agreed by his Government, as well as the extension of road section E117 from Tbilisi to Vladikavkaz (connection to road route 3.e.).

B. Turkey

The National Focal Point of Turkey reserved herself to consult with the General Directorate of Highways (KGM) in her country before giving her consensus to the proposed road section Gumri-Erzurum (which is not part of the AGR) as well as to the extension of the road connection to the border of Greece (as proposed by Greece).

C. China

The Representative of China noted the rail routes proposed to connect with China and informed the Meeting that he would convey the proposals to the Ministry of Railways of his country.

D. Uzbekistan

The National Focal Point of Uzbekistan noted that she will consult with the Railway authorities in her country on the proposal of Tajikistan.

Response: The National Focal Point of Uzbekistan informed the secretariat that upon consulting the railway authorities of Uzbekistan, the proposal of Tajikistan to the rail route 3.m. (following the alignment Termez (Uzbekistan) – Kurgan T’ube – Kul’ab) is not accepted. Instead, the authorities have proposed a new route from “Bukhara – Karshi – Tashguzar – Baysun – Kumkurghan – Sariacia – Dushanbe – Kurgan T’ube – Kul’ab”. The link “Tashguzar – Baysun – Kumkurghan” is currently a missing link (see section 2. below).

E. Kazakhstan

The participant from Kazakhstan informed the meeting of a number of initiatives in which they were facilitating the running of container block trains between Asia and Europe. He indicated that he agreed in principle with the routes nominated by neighbouring countries and would communicate this to the secretariat in the coming days.

2. Additional proposals received from the National Focal Points

A. Armenia:

The Government of Armenia noted that the already formulated and operating TRACECA corridor should be included in the axis of Euro-Asia network. This proposal has also been proposed in the High Level Group on the extension of main Trans-European transport axis towards the neighbouring countries and regions, which is established under the framework of the European Commission. It further noted that the currently proposed routes include sections which do not exist.

In this regard, the Government of Armenia made the following proposals:

Rail:

- To include Yerevan – Nakhchivan (Azerbaijan) – Meghri (Armenia) – (Julfa – Tabriz) – Baku railway route (ref. TRACECA, TAR)
- To include Yerevan – Ijevan – Kazakh railway route (ref. TRACECA)
- To mention Kars – Akhalkalaki railway route as a section being drafted
- To mention Astara – Rasht – Qazvin railway route as a section being drafted

Road:

- To include Yerevan – Nakhchivan (Azerbaijan) – Meghri (Armenia) – Baku road (ref. AH81, TRACECA)

- To include Yerevan – Yeraskh – Goris – Agarak – Norduz – Iveoglu road (ref. AH 82)
- To include Yerevan – Paravakar – Uzuntala – Kazakh road (ref. AH 83, TRACECA)
- To include Gyumri – Kars (- Hopa – Batumi) road (ref. TRACECA).

B. Uzbekistan:

The Government of Uzbekistan made the following proposals (newly proposed sections are underlined).

Rail:

1. Moscow – Ryazan – Orenburg – Aktyubinsk – Kandagach – Aris – Tashkent – Bukhara – Karshi – Tashguzar – Baysun – Kumkurghan – Termez – Galaba – border of Afghanistan Hairaton [combination of current rail routes 5, 6, 7 and 3]
2. Moscow – Ryazan – Aksarayaskaya – Makat – Karakalpakiya – Uchkuduk – Navoi - Karshi – Tashguzar – Baysun – Kumkurghan – Termez – Galaba – border of Afghanistan Hairaton [combination of current rail routes 5 and 3.f.]
3. Rostov – Aksarayaskaya – Makat - Karakalpakiya – Uchkuduk – Navoi - Karshi – Tashguzar – Baysun – Kumkurghan – Termez – Galaba – border of Afghanistan Hairaton [new section + combination of current rail routes 5 and 3.f. + new section]
4. Chardjou (Turkmenistan) – Bukhara - Karshi – Tashguzar – Baysun – Kumkurghan – Termez – Galaba – border of Afghanistan Hairaton [current rail route 3/5 + new section]
5. Moscow – Ryazan – Aksarayaskaya – Makat – Karakalpakiya – Uchkuduk – Navoi – Andijan – Osh – Irkeshtam - Kashi – Lianyungang; [current rail routes 5 and 3/4/7]
6. Tashkent – Angren – Pap - Andijan – Osh – Irkeshtam – Kashi – Lianyungang; [current rail routes: similar to 3.d. but with new section].
7. Bukhara – Karshi – Tashguzar – Baysun – Kumkurghan – Sariacia - Dushanbe – Kurgan Tyube – Kulyab; [current rail routes: variation of 3.f. but not via Turkmenistan and Termez; part of 3.m.]
8. Baku (Port) – Turkmenbashi (Port) – Ashgabat – Chardjou – Bukhara – Navoi – Tashkent – Shymkent – Almaty – Dostyk – border of People’s Republic of China [reference to current rail routes: extension of 3.a.]

The Government of Uzbekistan does not support rail route 3.m. (Termez – Kurgan T’ube – Kul’ab).

It should also be noted that the following sections of the above rail routes are currently under construction: 1. Tashguzar – Baysun – Kumkurghan; 2. Angren – Pap.

Road:

1. Calais – Gent – Koeln – Dresden – Krakov – Lvov – Kiev – Volgograd – Astrakhan – Atyrau – Nukus – Bukhara – Termez – Kabul – Islamabad – Delhi (E-40; E-60; E-007 AH-1; AH-7; AH-63; AH-70; AH-76). [extensions at both ends of current road route 3.a.]
2. Calais – Gent – Koeln – Dresden – Krakov – Lvov – Kiev – Volgograd – Astrakhan – Atyrau – Nukus – Bukhara – Samarkand – Tashkent – Andijan – Osh – Saritash – Irkeshtam – Kashi - Urumqi (E-40; AH-4; AH-5; AH-7; AH-8; AH-63; AH-65; AH-70). [combination of current road routes 3.a. and 7]
3. Border with Serbia Montenegro/FYR of Macedonia – Sofia – Kapikule – Istanbul – (Haydarpasa Port) – Izmit (Derince Port) – Merzifon – Refahiye – Gurbulak – Bazargan – Tehran – Mashhad – Doagharun – Herat – Shebergen – Mazari Sharif – Termez – Samarkand – Tashkent – Andijan – Osh – Saritash – Irkeshtam – Kashi – Urumqi – Xian – Lyanyungan (port) / Shanghai (port). { Extension of road route 5. }

The Government does not support road route number 7.d.

It also noted that the above proposals may require adjustment to road routes numbers 7 and 3.c.