

**REPORT OF THE UNECE-UNESCAP
3RD EXPERT GROUP MEETING ON DEVELOPING
EURO-ASIAN TRANSPORT LINKAGES**

27 – 29 June 2005, Istanbul, Turkey

**UN Development Account Capacity Building Project on
Interregional Transport Linkages
(2002-2006)**

Report of the 3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages
27-29 June 2005 Istanbul, Turkey

I. Introduction

1. The 3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages was jointly organized by the United Nations Economic Commission for Europe (UNECE) and the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) in Istanbul, Turkey, 27-29 June 2005. The Meeting was generously hosted by the Ministry of Transport of Turkey. The agenda and programme are attached as Annexes 1 and 2.
2. The Meeting was attended by the designated National Focal Points (NFP) and Experts from 18 countries: Afghanistan, Armenia, Azerbaijan, Belarus, Bulgaria, China, Georgia, Greece, Islamic Republic of Iran, Kazakhstan, Moldova, Poland, Russian Federation, Romania, Tajikistan, Turkey, Ukraine and Uzbekistan. The Meeting was also attended by a number of international institutions and organizations, including UNESCWA, EC DG TREN, ECMT, EUROPLATFORMS, TRACECA, IsDB, IRU, and BSEC-URTA. The list of participants is attached as Annex 3.
3. The Meeting was jointly opened by H.E. Mr. Muammer Türker, Deputy-Undersecretary, Ministry of Transport, Turkey, Mr. Jose Capel Ferrer, Director, Transport Division, UNECE, and Ms. Geetha Karandawala, Chief, Transport Facilitation Section, Transport and Tourism Division, UNESCAP.

II. Proceedings

A. Summary of progress to date

4. The representative of UNECE presented a summary of progress in the implementation of the project. He outlined the main objectives of the project and the activities which had been implemented during the first phase (2003-2004), namely: the consolidation of country reports; identification and selection of major road and rail routes under the project; elaboration of GIS maps of routes and country linkages; and establishment of an inventory of investment projects along the routes. He then outlined the main areas of focus for the next phase (2005-2006) and modalities to follow-up the project after its completion.

B. Complementary Activities of Other Organizations

5. The representative of the European Commission's General Directorate for Transport and Energy outlined the history and objectives of the High-Level Group, which include the identification of major transport axes connecting the European Union with the neighbouring countries or broader areas, the identification of priority projects on these major axes, and other horizontal priorities. She informed the Meeting that the final report of the High-Level Group was expected to be finalized in autumn 2005, with a Communication from the Commission at the end of 2005 or beginning of 2006.
6. The representative of the European Conference of the Ministers of Transport (ECMT) briefed the Meeting of the outcome of the Meeting of Ministers, held in Moscow in May 2005. He informed the Meeting that the topic of Euro-Asian transport links had been an important item on the agenda and that the Meeting had expressed strong support for the work being undertaken under the framework of the current project. In this regard, he noted that the Meeting of Ministers had asked that the routes be finalized by the end of 2005. He

also stressed that there was a need to harmonize the work being done by the United Nations regional commissions and the European Commission.

7. The representative of Poland, on behalf of the Chairman of the UNECE Working Party on Transport Trends and Economics (WP) 5, informed the meeting on the outcome of the UNECE WP.5 Informal Meeting on Euro-Asian Transport Links, held in Geneva on 15 April 2005.
8. The representative of the Islamic Development Bank briefly described the IDB's project on multimodal transport and trade facilitation which was currently being implemented by the Economic Cooperation Organization (ECO). He expressed the hope that the investment prioritization exercise being undertaken under the current project would lead to the formulation of concrete and 'bankable' projects.

C. Review of selected Euro-Asian routes for priority development

9. The National Focal Points and country experts were asked to report on the reservations which had been made during the 2nd Expert Group Meeting as well as any new route proposals. The representatives of Armenia, Kazakhstan and Uzbekistan made a number of new proposals for both rail and road. The results of the discussions are given below in Section III. Summary of conclusions and decisions while the revised rail and road routes are described in Annexes 4 and 5 respectively.

D. Proposals for Euro-Asian priority inland water routes and ports

10. The Meeting reviewed the inland water routes and ports which had been proposed in the country reports, as well as the draft map which had been prepared by the secretariat. The proposed routes and ports for inland waterways are given in Annex 6.

E. Intermodal connectivity of selected Euro-Asian routes

11. The Meeting reviewed the issue of intermodal connectivity of the selected Euro-Asian routes with a focus on 1) Black Sea and Caspian Sea ports, and 2) inland container depots, intermodal freight terminals and freight villages/logistics centres.
12. The Meeting reviewed the summary of information on the Black Sea and Caspian Sea ports as well as the consolidated responses to the joint Black Sea Economic Cooperation/ECE/ESCAP questionnaire.
13. The representative of the European Association of Freight Villages, or "Europlatforms" presented the concept of "freight villages" and the work of his association. He described the infrastructure and services found in a 'typical' freight village. He also noted that freight villages were a good example of successful public-private partnerships which led to more efficient and productive transport solutions, enhanced prospects for intermodality, and allowed the optimal management of increasing freight volumes.
14. The representative of the Russian Federation introduced the recent developments on logistics and facilities at the port of Novorossiysk.

F. Identification of priority investment needs to improve transport operations along selected Euro-Asian routes

15. Professor Tsamboulas of the National Technical University of Athens presented the proposed methodology for the prioritization of investment projects and sample templates. The Meeting discussed the methodology and came to the conclusions described in section III.

G. Non-physical obstacles and security risks to transit transport along the selected routes

16. The representative of UNESCAP made a presentation on UNESCAP activities on transport facilitation, including the ongoing promotion of the seven international transport conventions under UNESCAP resolution 48/11, the development of subregional agreements on transport facilitation, and the application of the time/cost methodology for assessing transport operations.
17. The representative of UNECE made a presentation on major non-physical obstacles and security risks which caused delays and raised costs of transit transport. He outlined the international transport conventions which could be used to address the respective issues. He also described the results of the studies of non-physical obstacles under the TEM and TER projects and the recommendations which had emanated from them.
18. The representative of the International Road Transport Union (IRU) made a presentation on the work of the IRU in addressing barriers to international road transport. After briefly describing the history and structure of the IRU, he described IRU's views on the potential for land transport to bridge the Euro-Asian continents using the "revitalized Silk Road". He also introduced some of the tools which the IRU was using to analyse and monitor barriers to road transport, including studies on the economic costs of barriers, "Barriers to Road Transport in the CIS region" report, and Border Waiting Times Observatory. He expressed the IRU's willingness to cooperate with the secretariat on this issue and also extended an invitation to the forthcoming 3rd Euro-Asian Conference, to be held in Beijing on 26-27 September 2005, and the IRU World Congress 2006, to be held in Dubai on 14-16 March 2006.

III. Summary of Conclusions and Decisions

19. Following intensive discussions on all the items of the agenda, the participants of the Meeting came to the following conclusions:
20. The Meeting took note of the summary of the technical specifications along the selected Euro-Asian routes that were consolidated by the UNECE and UNESCAP secretariats (hereafter called secretariat) in tables and current maps, based on the country reports. The participants agreed that within one month from receipt of the electronic version of these tables and current maps, the NFP will communicate to the secretariat their comments, corrections and additional data.
21. The NFP of those countries that had expressed reservations on some parts of the adopted routes at the 2nd Expert Group Meeting (paragraph 17 of the report of the 2nd EGM), provided the following information:
 - a. Georgia supports the proposal for the rail connection "Kars-Akhalkalaki" (referred to as rail route 3. of Annex I of the report of the 2nd EGM) as well as the extension of road section E 117 from Tbilisi to Vladikavkaz (referred to as road route 3.e. of the report of the 2nd EGM).

- b. Turkey agrees with the extension of the road connection to the border of Greece. It also consents with the proposed road section Gumri-Erzurum, but noted that this section is not operational as long as the Turkish-Armenian border remains closed.
 - c. China is not yet in the position to provide further information on the rail routes proposed for it and suggests that the secretariat send an official communication to the Ministry of Railways of China.
 - d. Uzbekistan proposes to extend the rail route “Termez – Kurgan T’ube – Kul’ab” as follows: “Buchara – Karshi – Termez – Kurgan T’ube – Kul’ab”.
22. The representative of Armenia stated that the TRACECA corridor, as well as other corridors, were the basis for formulating the Euro-Asian transport linkages as agreed at the 1st Expert Group Meeting. In this regard, he proposed the following routes:
- a. Yerevan – Nakhchivan (Azerbaijan) – Meghri (Armenia) – (Julfa – Tabriz) – Baku (rail)
 - b. Yerevan – Ijevan – Kazakh (rail)
 - c. Yerevan – Nakhchivan (Azerbaijan) – Meghri (Armenia) – Baku (road)
 - d. Yerevan – Yeraskh – Goris – Agarak – Norduz – Iveoglu (road)
 - e. Yerevan – Paravakar – Uzuntala – Kazakh (road)
 - f. Gyumri – Kars (- Hopa – Batumi) (road).

The representative of the Islamic Republic of Iran supported the proposal d. The representative of Azerbaijan did not support proposals a., b., c., and e. The representative of Turkey expressed the reservation that she would consult the relevant authorities in her country on proposal f.

23. The Meeting adopted a number of new proposals on extensions or modifications of sections of the Euro-Asian routes with some reservations. The adopted changes are reflected in Annexes 4 and 5 and annexed to the final report.
24. The Meeting agreed that sections of the Euro-Asian routes, which do not actually exist, would be reflected in the respective maps with dotted lines.
25. The Meeting expressed appreciation on the database and GIS maps and requested the secretariat to continue the implementation of this task.
26. The Meeting considered country proposals on the Inland Water Transport routes and ports of Euro-Asian importance and adopted a number of these routes and ports. The adopted Inland Water transport routes and river ports are reflected in Annex 6.
27. The Meeting took note of the summary of data on seaports of Euro-Asian importance as well as of the regular liner services and connections prepared by the secretariat in collaboration with BSEC PERMIS and the BSEC WG on Transport. It was also informed on the outcome of the BSEC Meeting of the Ministers of Transport, held in Thessaloniki, Greece, 28 January 2005, and their declaration in which the importance of the UNECE-UNESCAP Euro-Asian Transport Linkages project was expressed.
28. The Meeting highly appreciated the cooperation of BSEC with the secretariat in the framework of the Black Sea Ports under the Project and requested the secretariat to continue and further strengthen this cooperation.

29. The Meeting took note of the summary of information on inland container depots and other intermodal freight points provided in the country reports. It agreed that the NFP would assist the secretariat in locating the various facilities along the selected routes. It also agreed that by 10 September 2005 the NFP would communicate to the secretariat their comments, corrections and additions to the tables on the seaports and inland container and other transshipment facilities.
30. The Meeting highly appreciated the introduction of the Methodology on prioritization of projects along the Euro-Asian routes and thanked Professor Tsamboulas (NTUA). It endorsed the proposed Methodology and requested the secretariat to communicate to the NFP the final version of the Templates for the projects, taking into consideration the various comments expressed during the meeting. The 10th of September 2005 was set as the deadline for NFP for the completion and submission of the Templates to the secretariat.
31. The Meeting expressed appreciation for the presentations made by the UNECE, UNESCAP and the IRU on non-physical obstacles and security risks to transit transport. Noting that non-physical obstacles and security risks to transport are challenging the economic development of countries in the region, the Meeting invited participating countries to implement the relevant UNECE international agreement and Conventions. It requested the secretariat to prepare and distribute a special questionnaire to the NFP on the identification of non-physical obstacles along the adopted Euro-Asian routes.
32. The Meeting noted the transport facilitation issues that had to be addressed, including the non-physical bottlenecks, and the secretariat agreed to forward to participants a template on the UNESCAP cost/time – distance methodology. Countries would provide the secretariat the data required with a view to jointly working with the secretariat to apply the cost/time methodology along the identified routes.
33. The Meeting agreed on the future tasks to be undertaken under the Project, including the organization of a 4th Expert Group Meeting to deal with transport infrastructure and facilitation issues.
34. The Meeting welcomed the proposal of the UNECE WP.5 Informal Meeting on Euro-Asian Transport Links, held in Geneva on 15 April 2005, that the Expert Group Meeting on Euro-Asian Transport Linkages project acts as a permanent mechanism for ensuring efficient coordination and monitoring of activities related to Euro-Asian transport links.
35. The Meeting asked the secretariat to prepare a joint proposal for the continuation of the project beyond 2006 and to appeal to the international financial institutions and donors to consider co-funding its implementation.
36. The Meeting expressed its appreciation to the Ministry of Transport of Turkey and the Turkish Government for its warm hospitality and efficient organization in hosting the Meeting.

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UNITED NATIONS



NATIONS UNIES

UNECE - UNESCAP

3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages

27-29 June 2005, Istanbul, Turkey

AGENDA

Opening of the Meeting.

1. Summary of progress to date
2. Complementary Activities of Other Organizations
3. Review of selected Euro-Asian routes for priority development
 - a. Summary of technical specifications of selected routes
 - b. Comments by countries, including reservations made during the 2nd Expert Group Meeting
 - c. Progress on the GIS database and maps
4. Proposals for Euro-Asian priority inland water routes and ports
5. Intermodal connectivity of selected Euro-Asian routes
 - a. Black Sea and Caspian Sea Ports
 - b. Inland container depots, intermodal freight terminals and freight villages/logistics centres along selected routes
6. Identification of priority investment needs to improve transport operations along selected Euro-Asian routes
 - a. Summary of proposed investment projects along selected Euro-Asian routes
 - b. Presentation of proposed methodology for prioritization of investment projects and progress to date
 - c. Comments by countries
 - d. Update on investment programmes of IFIs, donors and other organizations
7. Non-physical obstacles and security risks to transit transport along the selected routes as well as measures to remove them
8. Next steps
 - a. Phase II of the project (2005 – 2006)
 - b. Options for the continuation of the project beyond 2006
9. Adoption of summary decisions



UNECE - UNESCAP

3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages

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PROGRAMME

Sunday 26 June 2005

2000	Welcome cocktail hosted by the Ministry of Transport of Turkey
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1st Day: Monday 27 June 2005 - Morning session

0900	Registration	
0930	Opening of the Meeting <u>Agenda Item 1:</u> Summary of progress to date <u>Agenda Item 2:</u> Complementary Activities of Other Organizations	H.E. Mr. Muammer Türker, Deputy-Undersecretary, Ministry of Transport, Turkey Mr. Jose Capel Ferrer, Director, Transport Division, UNECE Ms. Geetha Karandawala, Chief, Transport Facilitation Section, TTD, UNESCAP UNECE / UNESCAP EU DGTREN, ECMT
1030	Coffee break	
1100	<u>Agenda Item 3:</u> Review of selected Euro-Asian routes for priority development a. Summary of technical specifications of selected routes b. Comments by countries, including reservations made during the 2 nd Expert Group Meeting c. Progress on the GIS database and maps	UNECE/UNESCAP National Focal Points UNECE
1300	Lunch break	
1400	<u>Agenda Item 3: (continued)</u>	
1500	Coffee break	

1530	<u>Agenda Item 4:</u> Proposals for Euro-Asian priority inland water routes and ports	Proposals by National Focal Points of countries which proposed IWT routes (Bulgaria, Kazakhstan, Moldova, Romania, Russian Federation, Ukraine)
1700	Summary of day's discussions and close of Day One	
2000	Official Dinner hosted by the Ministry of Transport of Turkey	

2nd Day: Tuesday 28 June 2005

0900	Opening of meeting	
0900	<u>Agenda Item 5:</u> Intermodal connectivity of selected Euro-Asian routes a. Black Sea and Caspian Sea ports b. Inland container depots, intermodal freight terminals and freight villages/Logistics centres along selected routes	National Focal Points of countries with Black Sea and Caspian Sea ports (Azerbaijan, Bulgaria, Georgia, Islamic Republic of Iran, Kazakhstan, Romania, Russian Federation, Turkey, Ukraine) Representative of Euro-Platforms National Focal Points
1100	Coffee break	
1130	<u>Agenda Item 6:</u> Identification of priority investment needs to improve transport operations along selected Euro-Asian routes a. Summary of proposed investment projects along selected Euro-Asian routes b. Presentation of proposed methodology for prioritization of investment projects and progress to date c. Comments by countries d. Update on investment programmes of IFIs, donors and other organizations	UNECE/UNESCAP Prof. D. Tsamboulas, Consultant National Focal Points Representatives of IFIs, Donors and other Organizations
1300	Lunch break	
1400	Agenda Item 6: (continued)	
1500	Coffee break	

1530	<u>Agenda Item 7: Non-physical obstacles and security risks to transit transport along the selected routes as well as measures to remove them</u>	Representatives of UNECE, UNESCAP, IRU National Focal Points
1700	Summary of day's discussions and close of Day Two	
2000	Dinner hosted by the Ministry of Transport of Turkey	

3rd Day: Wednesday 29 June 2005

0900	Opening of meeting	
0900	<u>Agenda Item 7 (continued)</u>	
1015	Coffee break	
1030	<u>Agenda Item 8: Next steps</u> a. Phase II of the project (2005-2006) b. Options for the continuation of the project beyond 2006	UNESCAP UNECE
1130	Lunch and Preparation of the report	
1530	Adoption of the report	
1630	End of the meeting	
1700	Istanbul Strait boat tour and goodbye reception hosted by the Ministry of Transport of Turkey	

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	INTERNATIONAL & REGIONAL ORGANIZATIONS	МЕЖДУНАРОДНЫЕ И РЕГИОНАЛЬНЫЕ ОРГАНИЗАЦИИ
	UN Economic and Social Commission for Asia and the Pacific (UNESCAP)	Экономическая и социальная Комиссия ООН для Азии и Тихого океана (ЭСКАТО)
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31	Mr. Jose Capel Ferrer Director, Transport Division UNECE 8-14, avenue de la Paix Palais des Nations CH-1211, Geneva 10 Tel.+41229172400 Fax.+41229170039 E-mail: Jose.capel.ferrer@unece.org	Хосе Кепель Феррер Директор, Отдел транспорта Организации объединенных наций
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UNECE - UNESCAP

3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages

(27-29 June 2005, Istanbul, Turkey)

ADOPTED RAIL ROUTES

		Comment	AGC	TAR ¹
1.	<u>Brest</u> - Minsk - Moscow – Nizhniy Novgorod – Perm - Yekaterinburg - Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochoy (Port)	PETC 2; OSJD 1	E – 20	
1.a.	<u>Buslovskaya</u> – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E–10, E–20	
1.b.	<u>Mostiska/ Chop</u> - Lvov – Moscow	PETC 5, 9; OSJD3	E–30, E–95	
1.c.	Tavshet – Irkutsk – Ulan Ude – Naushki – <u>Border with Mongolia</u>		NA	
1.d.	Karimskaya – Zabaykalsk – <u>Border with China</u>		NA	
1.e.	Kaliningrad – (<u>Lithuania</u>) – Minsk		NA	
1.f.	Novosibirsk – Lokot – Aktogai		NA	
1.g.	Nikeltay – Kandagach – Makat – Oasis (- Aktau port)	TRACECA	E-30, E-50, E597	
2.	<u>Brest</u> - Minsk - Moscow - Yekaterinburg – Kurgan - Astana - Drujba - <u>Urumqi - Lianyungang (Port)/Shanghai (Port)</u>	PETC 2; OSJD 1	E–20, E–24, E –50	
2.a.	<u>Buslovskaya</u> – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E–10, E–20	
2.b.	Kaliningrad – (<u>Lithuania</u>) – Minsk		NA	
2.c.	Ekaterinburg – Chelyabinsk – Taranovskaya – Zaayatskaya – Tobol – Astana		NA	
3.	<u>Curtici</u> – Arad – Bucharest – Constanta (Port) – Poti/Batumi (Port) – Tbilisi – Baku (Port) – Aktau (Port) – Beineu – Nukus – Uchkuduk – Navoi – Tashkent – Shymkent – Almaty – Dostyk – <u>Alataw Shankou – Lianyungang (Port)/Shanghai (Port)</u>	PETC 4, TRACECA; OSJD 6a, 8, 10, 2, 5	E–54, E–562, E–60, E – 50	
3.a.	Baku (Port) – Turkmenbashi (Port) – Ashgabat – Chardzhou – Bukhara – Navoi	TRACECA; OSJD 10	E – 60	
3.b.	Tbilisi – Sadakhlo – Gyumri - Yerevan	TRACECA	E – 692	
3.c.	Balychi - Bishkek – Lugovaya	TRACECA	NA	
3.d.	Tashkent – Kanibadam – Andizhan - Jalalabad – Turugart – <u>Kashi – Urumqi</u> (Jalalabad – Turugart – Kashi section under construction)	TRACECA	E696	
3.f.	Dushanbe – Termez – Bukhara	TRACECA	NA	
3.g.	Mersin (Port) / Iskenderun (Port) – Malatya – Dogukapi – Gyumri - Sadakhlo – Tbilisi	TRACECA	E – 692,E–97	
3.h.	<u>Ungeni</u> - Chisinau – Bendery - Kuchurgan – Rozdil’na – Odessa (Port) / Ilyichevsk (Port) – Poti/Batumi (Port)	TRACECA; OSJD 5a, 7	E – 95	

3.i.	Border with FYROM - Sofia – Plevan – Varna (Port) – Poti/Batumi (Port)	PETC 8	E – 680,	
3.j.	Curtici – Arad – Timisoara – Craiova – Bucharest – Giurgiu – Russe – Kaspichan – Varna (Port) – Poti/Batumi (Port)	PETC 10, 8	E –66, E–56, E–95, E–660,E–680	
3.k.	Dragoman – Sofia – Gorna – Burgas (Port) – Poti/Batumi (Port)		E – 70, E – 720	
3.l.	Ungeheni – Iasi – Bucharest – Giurgiu		E – 95	
3.m.	Bukhara – Karshi – [<i>Turkmenistan</i>] - Termez – Kurgan- T’ube – Kul’ab	TRACECA	E-695	
3.n.	Kars – Akhalkalaki - Tbilisi (Kars – Akhalkalaki section under construction)		E – 692	
3.o.	Tashkent – Angren – Pap – Andijan (Angren – Pap section under construction)		E696	
3.p.	Gavar – Meghri – Nourdouz – Jolfa (Gavar – Meghri – Nourdouz section under construction)		NA	
4.	Dragoman - Sofia – Svilengrad – Kapikule – Istanbul – Haydarpasa (Port) – Izmit – (Derince Port) - Ankara – Malatya - Kapikoye – Razi – Qazvin - Tehran – Sarakhs – Sarahs - Mary – Chardzou – Navoi – Tashkent – Shymkent – Almaty - Dostyk – <i>Alataw Shankou – Lianyungang (Port)/Shanghai (Port)</i>	PETC 4, 8,10; OSJD 6, 10, 2, 5; TRACECA	E–70, E–60, E – 50	
4.a.	Mersin (Port) / Iskenderun (Port) – Malatya		E –97	
4.b.	Samsun (Port) – Kalin – Sivas – Bostankaya	TRACECA	E –97, E –70	
4.c.	Tehran – Qom – Meybod – Yazd – Bafgh – Kerman – Zahedan – Mirjaveh – <i>Koh-i-Taftan (Border with Pakistan)</i>		NA	
4.d.	Izmir (Port) – Balikesir – Eskisehir		E –74	
4.e.	Izmir (Port) – Usak – Afyon – Yenice – Mersin (Port)/ Iskenderun (Port)		E –97	
4.f.	Pehlivan koy – Uzun-kopru – <i>Border with Greece</i>		NA	
5.	<u>Buslovskaya</u> - St. Petersburg (Port) – Volgograd – Astrakhan (Port) – Alya (Port) - Anzali (Port) – Rasht – Qazvin - Tehran – Qom – Meybod – Bafgh – Bandar Abbas (Port) (Anzali - Rasht – Qazvin section under construction)	PETC 9; OSJD 11	E–10, E–99, E – 50,	
5.a.	Astrakhan (Port) – Alya (Port) – Amirabad (Port) – Garmsar – Tehran		NA	
5.b.	Astrakhan (Port) – Samur – Yalama - Baku – Astara (Azerbaijan) – Astara (Iran) – Rasht (Astara – Astara – Rasht section under study)	OSJD 11	E – 60, E – 694	
5.c.	Astrakhan (Port) – Askarayskaya – Ganyuchikino – Makat – Beineu – Nukus – Uchkuduk – Bukhara – Chardzhou – Sarahs - Sarakhs – Mashhad – Bafgh	TRACECA	E – 50, E – 597	
5.d.	Alya (Port) – Aktau (Port) – Beineu		E-597	
5.e.	Tehran – Qom – Arak – Ahvaz - Bandar Emam (Port)		NA	
5.f.	Tehran – Kashan – Badrud - Esfahan – Shiraz – Bushehr (Port) (Esfahan – Shiraz – Bushehr planned)		NA	
5.g.	Bafgh – Kerman – Fahraj – Chabahar (Port) (Fahraj – Chabahar planned)		NA	
5.h.	Murmansk (Port) – St. Petersburg		NA	
6.	<u>Mostiska/ Chop/Yagudin</u> - Lvov – Kiev – Kharkov –	PETC 3, 5	E – 30,	

	Liski – Samara – Ufa – Kurgan – Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochny (Port)		E – 24	
6.a.	Chisinau – Tighina – Rozdil’na – Zhmerynka	PETC 9	E – 95,	
6.b.	Tavshet – Irkutsk – Ulan Ude – Naushki – <i>Border with Mongolia</i>		E- 20	
6.c.	Karimskaya – Zabaykalsk – <i>Border with China</i>		NA	
7.	<i>Mostiska/ Chop</i> - Lvov – Zhmerynka – Fastov – Donietsk – Likhaya – Volgograd – Aksarayskaya – Makat – Beineu – Nukus – Uchkuduk – Navoi – Tashkent – Shymkent – Almaty – Dostyk – <i>Alataw Shankou – Lianyungang (Port)/Shanghai (Port)</i>	PETC 3, 5 ; TRACECA	E–30, E–50, E – 593, E – 597	
8.	<i>Mostiska/ Chop</i> - Lvov – Fastov – Krasnoarmelsk – Kvashino – Uspenskaya – Rostav-na-Donu – Veseloe – Gandtiadi – Senaki – Tbilisi – Alyat – Astara (Azerbaijan) – Astara (Iran) (Astara – Astara section under construction)	PETC 3, 5; TRACECA	E–30, E–50, E – 593, E – 99, E – 60	
8.a.	Tbilisi – Gyumri – Yerevan	TRACECA	E – 694	
8.b.	Kaliningrad (Port) – (<i>Lithuania</i>) – Minsk – Gornosaiivka – Nizhyn – Kiev		E – 95	
8.c.	Kafkas (Port) – Novorossysk (Port) – Krasnodar		E – 99	
8.d.	Varna (Port) - Novorossysk (Port) – Poti/Batumi (Port)		NA	
9.	Buslovskaya – Moscow – Ryazan – Orenburg – Aktyubinsk – Kandagach – Aris – Tashkent – Bukhara – Karshi – Tashguzar – Baysun – Kumchurgan – Termez – Galaba – Hairatan (border of Afghanistan) (Tashguzar – Baysun – Kumchurgan section under construction)	TRACECA	E-10, E-24, E-30, E-50, E-695	
9.a.	Ryazan - Aksarayskaya – Makat – Karakalpakiya – Uchkuduk – Navoi – Bukhara	TRACECA	E-50, E-597	
9.b.	Rostov-na-Donu – Volgograd – Baskunchak - Aksarayskaya		E - 99, E-50	
9.c.	Bukhara – Karshi – Tashguzar – Baysun - Kumchurgan – Sariacia – Dushanbe – Vaghdad (Tashguzar – Baysun – Kumchurgan section under construction)		E-695	

Notes :

1. The Intergovernmental Agreement on the Trans-Asian Railway is currently under development. The TAR references will be added when the Agreement is finalized.
2. Italicized sections are located in countries who have not yet formally agreed to the proposals.
3. Spelling of station names will be checked against those included in international agreements.
4. Numbering is indicative only.

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UNECE - UNESCAP**3rd Expert Group Meeting on Developing Euro-Asian Transport Linkages**

(27-29 June 2005, Istanbul, Turkey)

ADOPTED ROAD ROUTES

		AGR	AH
1.	<u>Torfyankovka</u> - St. Petersburg (Port)– Moscow – Nizhniy Novgorod – Ekaterinburg – Omsk – Novosibirsk – Krasnoyarsk – Irkutsk – Ulan Ude – Chita – Belogorsk – Khabarovsk – Ussuriysk - Vladivostock (Port)/Vostochny (Port)/Nahodka (Port)	E – 105, E – 22	AH – 8 AH- 6 AH 30
1.a.	<u>Brest</u> – Minsk – Moscow	E – 85, E – 30	AH – 6
1.b.	<u>Mostiska/Chop</u> - Lvov – Kiev – Moscow	E – 40, E – 101	NA
1.c.	Moscow – Yaroslavl – Vologda – Archangelsk (Port)	E – 115	NA
1.d.	Semipalatinsk – Novossibirsk (see Notes 1.)	NA	NA
2.	<u>Brest</u> – Minsk - Moscow – Nizhniy Novgorod – Ufa - Chelyabinsk – Kurgan – Petropavlovsk – Astana – Almaty – Khorgos – Jinghe – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E – 85, E – 30, E – 125	AH – 6, AH – 64, AH – 7 AH 60
2.a.	<u>Torfyankovka</u> – St. Petersburg – Moscow	E– 18, E–105	AH – 8
2.b.	Petropavlovsk – Omsk – Pavlodar – Semipalatinsk – Georgievka – Taskesken – Ucharal – Dostyk – Alatawshankou – Kuitun – Urumqi	E – 127	AH 60, AH68, AH 5
2.c.	Samara – Uralsk – Aktobe – Dossor – Makat	E121, E38	AH63, AH61
2.d.	Chelyabinsk – Kaerak – Kostani – Astana	E123, E016	AH7
2.e.	Archangelsk – Perm – Yekaterinburg – Kurgan – Petropavlovsk	NA	NA
3.	<u>Mostiska</u> - Lvov – Kiev – Guktov – Kursk – Saratov – Ozinki - Uralsk – Aktyubinsk – Karabutsk – Aralsk – Kyzylorda – Shymkent – Almaty – Khorgos – Jinghe – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E – 40, E – 95, E – 101, E – 38	AH – 61
3.a.	<u>Chop</u> – Uzhgorod – Mukacevo – Stryei – Lvov – Kiev – Kharkov – Kamensk – Shahtinskiy – Volgograd – Astrakhan – Atyrau – Beyneu – Nukus – Bukhara – Navoi - Samarkand – Tashkent – Shymkent	E – 40	AH – 70, AH – 8, AH – 63, AH – 5
3.b.	<u>Yagodyn</u> – Kovel – Sarny – Kiev	E – 373	NA
3.c.	Kaliningrad (Port) - Tolpaki – Nesterov – (Lithuania) - Minsk – Gomel – Kiev	E–28, E–271, E – 95	NA
3.d.	<u>Mostiska/Chop</u> – Uzhgorod – Mukacevo – Stryei – Ternopol – Khmel'nitski – Vinnitza – Uman – Kirovograd – Dnepropetrovsk – Donetsk – Rostov-na-Donu – Armavir – Mineralijnie Vodi – Vladikavkaz – (Tbilisi) - Makhachkala (Port) – Aktau (Port) – Beyneu	E – 50 E – 121	AH70

3.e.	Rostov-na-Donu – Krasnodar – Novorossijsk (Port) – Kafkas (Port) – Samsun (Port) / Poti/Batumi (Port) / Burgas (Port)	E –115, E – 97	NA
3.f.	Sofia – Popvica – Stara Zagora – Burgas (Port) – Kafkas (Port) – Novorossysk (Port) – Poti/Batumi (Port)	E – 773	NA
4.	<u>Nadlag</u> - Arad – Bucharest – Constanta (Port) – Poti/Batumi (Port) – Tbilisi - Alat – Baku (Port) – Aktau (Port) – Beyneu – Nukus – Bukhara – Tashkent – Shymkent – Bishkek – Almaty – Sary-Ozek – Khorgos – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E – 68, E–60, E – 121, E – 40, E-60	AH – 5, AH – 70, AH – 63, AH – 62
4.a.	Tbilisi – Sadakho – Yerevan – Eraskh – Goris – Kapan – Megri – (Agarak) – Nourdouz – Jolfa – Eyvoghli	E – 117	AH – 82
4.b.	Ruse – Giurgiu – Bucharest – Urziceni – Marasesti – Albita – Leucheni – Kishinev – Odessa (Port) – Poti/Batumi (Port)	E – 85, E–581, E – 58	NA
4.c.	Kiev – Odessa (Port) / Ilyichevsk (Port) – Poti/Batumi (Port)	E – 95	NA
4.d.	Sofia – Pleven – Ruse – Varna (Port) – Poti/Batumi (Port)	E – 79, E–83, E – 85, E–70	NA
4.e.	Merzifon – Samsun (Port of Samsun) – Trabzon (Port of Trabzon) - Sarp (Turkey) – Sarpi (Georgia) – Batumi (Port) – Poti (Port)	E – 95, E – 70	AH – 5
4.f.	Baku (Port) - Turkmenbashi (Port) – Ashgabat – Mary – Bukhara	E – 60	AH – 5
4.g.	Bishkek – Naryn – Torugart – Kashi	E125	AH61
4.h.	Shymkent – Merket – Almaty	NA	AH5
4.i.	Brest – territory of Belarus - border with Ukraine – territory of Ukraine – border with Moldova – Chisinau – Odessa (Port) / Ilyichevsk (Port) – Poti (Port) / Batumi (Port)	E30, E85	NA
4.j.	Batumi (Port) – Hopa – Kars – Gyumri – Yerevan (see Notes. 2.)	E70	AH5
4.k.	Giurgiulesti (river port) - Chisinau	E584	NA
4.l.	Gyumri – Erzurum (see Notes 3.)	E691	NA
5.	<u>Border with Serbia Montenegro/FYR of Macedonia</u> - Sofia – Kapikule – Istanbul – (Haydarpara Port) - Izmit (Derince Port) – Merzifon – Refahiye - Gurbulak – Bazargan – Eyvoghli - Tabriz - Qazvin – Tehran – Semnan – Damghan – Sabzevar – Mashhad – Dogharoun – Islam Qala – Herat – Mazar-i-Sharif – Termez – Guzar – Samarkand – Tashkent – Andizhan – Osh – Sary-Tash – Irkeshtam – Kashi – Urumqi – Xi’an – Lianyungang (Port)/ Shanghai (Port)	E - 80	AH – 1, AH – 5, AH – 85, AH 77
5.a.	Tehran - (Saveh – Salafchegan) - Qom – Yazd – Anar – Kerman – Zahedan – Mirjaveh - <i>Border of Pakistan</i>	NA	AH 2
5.b.	<u>Nadlag</u> – Arad – Timisoara – Lugoj - Carasebes – Dr.-Turnu – Severin – Craiova – Calafat – Vidin – Botevgrad – Sofia	E – 70, E – 79	NA
5.c.	Border of Greece – Kesan – Silivri	E-90, E – 84	NA
5.d.	Kiev – Uman - Odessa (Port) / Ilyichevsk (Port) – Samsun (Port) - Merzifon	E – 95	AH5
5.e.	Mashhad – Sarakhs – Tejen	NA	AH75
5.f.	Mazar-i-Sharif – Polekhumri – Kabul – border with Pakistan	NA	AH76, AH7, AH1
5.g.	Mazar-i-Sharif – Polekhumri – Nizhniy Panj – Dushanbe – Sary-Tash	E123, E60	AH76, AH7, AH65
5.h.	Termez – Dushanbe – Vakhdat – Kulob – Khorugh – Murgab – Kashi	E60, E009, E008	AH65, AH66, AH4
5.i.	Constanta (Port) – Haydarpara (Port)	NA	NA

6.	<u>Torfyanovka</u> - St. Petersburg – Moscow – Volgograd – Astrakhan/Alya (Port) – Anzali (Port) – Qazvin - Tehran – Bandar Abbas (Port)	E – 105, E – 119, E – 40	AH – 8, AH – 1, AH – 2, AH – 70
6.a.	Astrakhan (Port) – Alya (Port) – Samur – Yalama - Baku (Port) – Astara (Azerbaijan) – Astara (Iran) – Qazvin – Tehran	E – 119	AH – 8
6.b.	Astrakhan (Port) – Amirabad (Port) – Sari	NA	AH70
6.c.	Astrakhan (Port) – Alya (Port) – Aktau (Port) – Beineu	E – 121	AH 70
6.d.	Qazvin – Saveh – Ahvaz – Bandar Emam (Port)	NA	AH 8
6.e.	Tehran – Qom – Esfahan – Shiraz – Bushehr (Port)	NA	AH 72
6.f.	Eserdar – Guduroolum – Inche Boroun – Gorgan – Sari – Semnan – Damghan – Yazd – Anar – Bandar Abbas (Port)	E 121	AH 70
6.g.	Tegen – Sarahs – Sarakhs – Mashhad – Birjand – Nehbandan – Dashtak – Zahedan – Chabahar (Port)	NA	AH 75
6.h.	Beineu – Aktau (Port) – Turkmenbashi (Port)	E121	AH70
7.	Murmansk (Port) - Petrozavodsk – St. Petersburg (Port)– Pskov – Ostrov – Gomel – Kiev – Odessa (Port) / Ilyichevsk (Port)	E105, E95	NA

Notes:

1. The representative of the Russian Federation noted that she would consult the relevant authorities in her country on their agreement to this proposal and inform the secretariat accordingly.
2. The representative of Turkey noted that she would consult the relevant authorities in her country on their agreement to this proposal and inform the secretariat accordingly.
3. The representative of Turkey expressed the reservation that this section is not operational as long as the Turkish-Armenian border remains closed.
4. Italicized sections are located in countries who have not yet formally agreed to the proposals.
5. Spelling of towns/cities will be checked against those included in international agreements.
6. Numbering is indicative only.

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EURO-ASIAN INLAND WATER TRANSPORT AND RIVER PORT LINKAGES**INLAND WATER TRANSPORT LINKAGES**

	Country	From – To	E- Number or other international ref. No.
1	Bulgaria	Danube Km 610 - Km 374	Corridor VII, E-80
2	Kazakhstan	Sr.Trekinskiy Yar – Peshnoi island – entering buoy of Uralo-Caspian channel (the Ural river)	
3	Kazakhstan	Irtysch river - Ob river (in Russian Federation)	
4	Moldova	Prut river from the mouth to Ungheni (0 - 559 km)	E 80-07
5	Moldova	a. Nistru river from the port Belgorod-Dnestrovsky (Ukraine) to Bender (0 - 356 km)	E 90-03
6	Moldova	b. Nistru river from the port Belgorod-Dnestrovsky (Ukraine) to Bender (357 km - 667 km)	E 90-03
7	Romania	Danube km. 1.075 – km. 863	Corridor VII E-80
8	Romania	Danube km. 863 - km. 175	Corridor VII E-80
9	Romania	Danube km. 175 - Mm. 0	Corridor VII E-80
10	Romania	Danube – Black Sea Canal	E-80-14
11	Romania	Poarta Alba – Midia – Navodari Canal	E-80-14-01
12	Russian Federation	St Petersburg - Svir - Cherepovets - Rybinsk - Nizhniy Novgorod - Kazan - Samara - Saratov - Volgograd - Krasnoarmeysk - Astrakhan (port) - Caspian Sea (includes Volgo-Baltiyskiy Vodniyput)	North-South Waterway (NSW), E-50
12A	Russian Federation	(Rybinsk) - Moskva - Riazan – Nizkhniy Novgorod (includes Kanal im. Moskvi)	NSW, E-50-02
13	Russian Federation	Azov - Rostov-na-Donu - Oust-Donetsk - Krasnoarmeysk - Astrakhan (port) – Caspian Sea	NSW4, NSW, E-90
14	Russian Federation	Ob river (connect to Irtysch river in Kazakhstan)	
15	Turkey	Lake Van (Tatvan – Van)	
16	Ukraine	Route №9 Dniper river (on regulate condition)	E-40
17	Ukraine	River Danube, border between Ukraine/Moldova - cape Izmailskii Chatal	E – 80
18	Ukraine	Danube-Kilia Arm, cape Izmailskii Chatal -sea approach canal (Bistroe Arm Outlet)	E – 80 – 09

INLAND RIVER PORTS ALONG SELECTED IWT LINKAGES

No	Country	Name and Location
1	Bulgaria	Port Complex Rousse (P 80-56) Danube, km 489.300, km 496.050
2	Bulgaria	Rousse East
3	Bulgaria	Rousse West
4	Bulgaria	Port Complex Lom (P 80-53) Danube, km 742.300
5	Bulgaria	Port Vidin, Danube, from km 785 400 to 793 500
6	Kazakhstan	Atyrau River Port (Ural, km ...)
7	Kazakhstan	Pavlodar River Port (Ural, km ...)
8	Moldova	Bender (P 90-03-02) , Nistru, km 228.0
9	Moldova	Rîbnița, Prut, km ...
10	Moldova	Ungheni, Prut, km ...
11	Moldova	Giurgiulești (P 80-62) Danube, km 133.0
12	Romania	Sulina, Danube, km 0
13	Romania	Tulcea (P 80-64), Danube, km.71
14	Romania	Galati (P 80-61), Danube, km.150
15	Romania	Braila (P 80-60), Danube, km.170
16	Romania	Giurgiu (P 80-57), Danube, km.493
17	Romania	Calafat, Danube, km.795
18	Romania	Drobeta Turnu Severin (P 80-51), Danube, km 931
19	Romania	Orsova (P 80-50), Danube, km.954
20	Romania	Moldova Veche, Danube, km.1048
21	Russian Federation	St. Peterburg River Port (P 50-02) Neva, km 1 385
22	Russian Federation	Yaroslavl River Port (P 50-05) Volga, km 520
23	Russian Federation	Nizhni Novgorod River Port (P 50-06) Volga, km 907
24	Russian Federation	Kazan River Port (P 50-07) Volga, km 1313
25	Russian Federation	Samara River Port (P 50-09) Volga, km 1746
26	Russian Federation	Volgograd River Port (P 50-11) Volga, km 2560
27	Russian Federation	Ust-Donetsk River Port (P 90-05) Don, km 2997
28	Russian Federation	Rostov-na-Donu River Port (P 90-05) Don, km 3134
29	Russian Federation	Azov River Port (P 90-03) Don, km 3168
30	Russian Federation	Yeysk River Port (P 90-02) Don, Taganrog Bay of the Azov Sea
31	Tajikistan	Nizhniy Panj (Republic of Tajikistan) Waterway name, km... Sherkhan-Bandar, Waterway name, km... (Islamic Republic of Afghanistan)
32	Tajikistan	Nizhniy Panj (Republic of Tajikistan) - Sherkhan-Bandar (Islamic Republic of Afghanistan)
33	Turkey	Tatvan Port (rail ferry port on Lake Van)
34	Turkey	Van Port (rail ferry port on Lake Van)
35	Ukraine	Reni (P 80-63) Danube, 128 km Danube
36	Ukraine	Izmail (P 80-09-01), Danube-Kilia Arm, km 93
37	Ukraine	Kilia (P 80-09-02), Danube-Kilia Arm, km, 48

38	Ukraine	Ust'-Dunaisk (P 80-09-03), Danube-Kilia Arm, km 1.0
39	Ukraine	Belhorod-Dnestrovskii (P 90-03-01), Dnestrovskii Liman, Black sea
40	Ukraine	Mykolaiv sea port (P 40-02-02), Bugskii Liman, Black sea
41	Ukraine	Kherson (P 40-12), Dniper, km 28
42	Ukraine	Odessa River Port, Black Sea
43	Ukraine	Cherkassy river port (P 40-06), Dniper, km 653
44	Ukraine	Kremenchuk river port (P 40-07), Dniper, km 541
45	Ukraine	Dneprodzerzhinsk river port (P 40-08), Dniper, km 429
46	Ukraine	Dnepropetrovsk river port (P 40-09), Dniper, km 393
47	Ukraine	Zaporizhya river port Stock insurer company «Ukrrechflot» (P 40-10), Dniper, km 308
48	Ukraine	Nova Kakhovka river port (P 40-11), Dniper, km 96
49	Ukraine	Khersonskii river port, Stock insurer company «Ukrrechflot» Dniper, km ...
50	Ukraine	Mykolaiv river port, (P 40-02-01), Pivdenny Buh, km 40

Notes:

1. River ports in the Russian Federation will be confirmed by the relevant authorities in that country.
2. Numbering is for reference only.
3. Sections which are common to two countries will be indicated after confirmation from the relevant authorities.