



ENPI 2008/155683

**TRANSPORT DIALOGUE AND INTEROPERABILITY
BETWEEN THE EU AND ITS NEIGHBOURING COUNTRIES
AND CENTRAL ASIAN COUNTRIES**



FIRST TRACECA INVESTMENT FORUM

Brussels, 12th October 2010

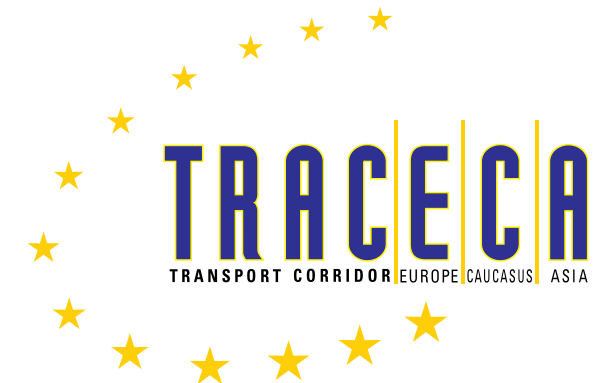
PRIORITY PROJECTS - FACT SHEETS



This project is funded by
The European Union

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PRIORITY PROJECTS - FACT SHEETS

This booklet is prepared by the IDEA Project.
The IDEA Project is implemented by TRT Trasporti e Territorio in association with:
Alfen Consult, Dornier Consulting, PTV



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The European Union



FOREWORD

Avoiding the emergence of new dividing lines between the enlarged EU and its neighbours and strengthening the prosperity, stability and security of all concerned; these are core objectives of the European Neighbourhood Policy.

Transport is a key factor in reaching these objectives. An efficient, safe and sustainable transport system will be a catalyst for stability, economic growth and social development, for a stable and integrated neighbourhood. Providing for such a transport system requires that we bring countries together and support the dialogue on often politically sensitive issues.

We are all aware that funding transport infrastructure will remain a difficult issue worldwide, with budgetary constraints weighing heavily on the public sector's capacity to finance the necessary investments. These problems are particularly acute in the EU's neighbouring countries.

Therefore, there is an even bigger need that we pool our resources, whether they are public or private, national or international. While public budgets will remain important, the role of international financing institutions in responding to the challenge of improving transport systems in the EU's neighbourhood will be essential.

This is the reason why the European Commission supports this First TRACECA Investment Forum. We want to build on the existing cooperation with the international financial institutions in order to create effective synergies within the donor community.

The TRACECA Investment Forum is the occasion to put this policy into practice and ensure an effective match-making between countries, project proponents and supporters and international financial institutions. This Forum provides the opportunity to meet and discuss with the TRACECA countries' main actors to identify bankable TRACECA originated projects for funding.

In this publication, you will find the projects discussed at the Forum. They have been chosen by the countries themselves according to economic, technical, political, environmental and regional criteria. The commitment of the European Union to its wider transport objectives and to assisting its neighbours will continue to be reflected through its support to the TRACECA Programme.

This programme, ambitious but achievable, will give new impetus to economic integration between the European Union and its Eastern neighbours. I call on all stakeholders involved to make every effort in support of this goal.



Siim Kallas

*Vice-President of the European Commission
Responsible for Transport*



Štefan Füle

*Commissioner for Enlargement and
Neighbourhood Policy*



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PRIORITY PROJECT FACT SHEET

ID: ARM 1

NORTH-SOUTH ARMENIAN ROAD CORRIDOR

REGION
Caucasus

COUNTRY
Armenia

INVESTMENT AMOUNT
USD 962 Million

GEOGRAPHICAL DESCRIPTION

The North-South Road Corridor (NSRC) runs 556 km from the Georgian border at Bavra (M-1, km 173) to the border with Iran at Meghri (M-2, km 383), via Gyumri (M-1, km 125), Ashtarak (M-1, km 28), Yerevan (M-1/M-2, km 0), Goris (M-2, km 238), Kapan (M-2, km 300). It is a 2-lane route throughout, with the exception of km 11.8-30.2 on the M-1 (Yerevan-Ashtarak) and the M-2 (Yerevan-Ararat section).

TECHNICAL DESCRIPTION

Tranche 1

The project will:

- Reconstruct a 18.4 km 4-lane section of the corridor between Yerevan and Ashtarak;
- Improve road safety for the Yerevan-Ararat road;
- Prepare design and bidding documents for Tranche 2 and 3;
- Help implement the road subsector plan under the Transport Sector Strategy.

Tranche 2

Improvement of the M-1 Ashtarak-Gyumri (29.9 -118.3 km) is proposed under MFF.

According to the preliminary assumptions the following data is available.

Upgrading the principal North - South routes from Yerevan to the North and a single route to the South:

Yerevan-Gyumri (M1), rehabilitation/widening 125 km, 4-lane 3.65 carriageway, grade separation, USD 150 Million;

Yerevan-Yeraskhavan (M-2), rehabilitation 70 km, 4-lane 3.65 carriageway, grade separation, USD 56 Million.

SOCIO-ECONOMIC DESCRIPTION

Generated and induced traffic benefits are estimated at 50% of the normal traffic benefits.

The time saved for freight in transit is estimated at USD 1.00 per tonne, per hour.

The overall impact will be the promotion of a robust economic development in Armenia, and the cooperation with its neighbouring states. Moreover, the project will both encourage the growth of a domestic product on a sustainable basis, and increase trade with the neighbouring countries.

The project will also achieve an efficient, safe and sustainable North-South corridor connecting Meghri, Kapan, Yerevan and Bavra.

RELATED INVESTMENTS

This Investment Program complements similar ADB supported projects in Azerbaijan and Georgia. It fits in with ADB's Strategy 2020 and is part of the country operations business plan. It is also aligned with the regional cooperation economic program for Central Asia and the Caucasus.

The share assigned to ADB over the next few years is USD 500 Million.

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

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NORTH-SOUTH ARMENIAN ROAD CORRIDOR

ID: ARM 1



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	MAJOR ROADS
RO - RO	ROADS	21 TBILISI - YEREVAN (Rail and Road)	OTHER ROADS
	PLANNED RAILWAYS	22 TBILISI - BAKU (Rail and Road)	OTHER RAILWAYS
		23 YEREVAN - BAKU (Rail and Road)	
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: ARM 2

ARMENIAN RAILWAY INFRASTRUCTURE REHABILITATION

REGION

Caucasus

COUNTRY

Armenia

INVESTMENT AMOUNT

Rehabilitation of the Tbilisi – Yerevan section

Infrastructure and track equipment		
Technology	Option A	Option B
Option 1	€ 857,700,000	€ 685,000,000
Option 2	€ 797,700,000	€ 625,000,000
Option 3	€ 822,700,000	€ 645,000,000

Rehabilitation of Hrazdan – Ijevan section

Total estimated cost:

EUR 121,850,000 - EUR 176,500,000

New rail link Vanadzor – Fioletovo

Total estimated cost:

EUR 200,000,000 (EUR 5,000,000 per km)

TECHNICAL DESCRIPTION

- Rehabilitation of the existing rail link Yerevan – Tbilisi
- Complete reopening of the Hrazdan – Ijevan section (built in 1984 but partially operating with nearly 2 km of landslide zone)
- Construction of the new rail link Vanadzor – Fioletovo
- New Railway Gagarin – Meghri/Iranian border
- Reconstruction of 7 bridges (along the Yerevan - Tbilisi rail link)
- International logistics centre (Akhuryan railway station)

OPTION 1: Total replacement of the existing All-Relais Interlocking (ARI) with Solid State Interlocking Signal Box (SSISB), and complementary interventions to correct the abnormalities mentioned head on.

OPTION 2: Partial replacement of actual ARI and refitting of the remaining ones. Complementary interventions to correct the abnormalities cited above.

OPTION 3: Implementation in the main stations of a variant of SSISB which is able to control minor installations equipped with SSISB systems. This will reduce the equipment required and will be less expensive.

Results: Safety of operations, increase in maximum

speed and line carrying capacity, reduction of delays, Train Supervision System, diagnostic and statistic control (depending on the option).

New rail link Vanadzor – Fioletovo

Total length is 32-47 km, depending on the route chosen.

The length of the shorter route between Tbilisi and Yerevan is 70-120 km, depending on the course taken. The project provides with a challenging option for the Transcaucasus Network, by creating important traffic flows of oil products and raw materials between the Black Sea and the countries located on the Silk Road's West-East railway corridor (180 km Turkish border-Georgian border-Azeri border).

New Railway Gagarin – Meghri – Iranian border

Total length: approximately 400 km

Reopening of Hrazdan – Ijevan section

Total length: about 48 km

SOCIO-ECONOMIC DESCRIPTION

Feasibility study Grant - ADB (USD 1 Million)

Tender has been announced and the choice of consultant is expected by the end of the year.

Rehabilitation of the direct railway line Tbilisi – Yerevan:

Option A: Expected time for the completion of the investment: 10 to 12 years.

Option B: Expected time for the completion of the investment: 6 to 8 years.

SOURCE OF REPAYMENT

Financing is not ensured yet.

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ARMENIAN RAILWAY INFRASTRUCTURE REHABILITATION

ID: ARM 2



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	MAJOR ROADS
RO - RO	ROADS	21 TBILISI - YEREVAN (Rail and Road)	OTHER ROADS
	PLANNED RAILWAYS	22 TBILISI - BAKU (Rail and Road)	OTHER RAILWAYS
		23 YEREVAN - BAKU (Rail and Road)	
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: AZR 1

ALYAT SEA TRADE PORT LOGISTICS CENTRE

REGION
Caucasus

COUNTRY
Azerbaijan

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**
Ministry of Transport of the Republic of Azerbaijan

INVESTMENT AMOUNT
EUR 210 Million

GEOGRAPHICAL DESCRIPTION

Located 70 km to the South of Baku, on the Caspian Sea, where TRACECA and North-South Corridor cross each other:

- Road: the East-West highway (Baku - Tbilisi - Poti/ Batumi) and the North-South highway (Russia - Iran, via Baku).
- Rail: the main railway to Georgia and the railway from Russia to Iran via Baku, Lenkaran and Astara, which cross at Alyat Station.

TECHNICAL DESCRIPTION

The project of ILC development will bring the following benefits:

- Improved containerization along the TRACECA corridor, development of new type of transport and logistics services to increase attractiveness of the TRACECA route in terms of liability of transportation, reduction of both travel times and costs;
- Development of the new businesses in the transport sector, contribution to the port attractiveness as a central hub on the Caspian region, thus creating a shift of cargo flows into the TRACECA corridor;
- Facilitation of intermodality and development of the container transportation on the Caspian sea;
- Linking node in the network of the logistics centres in Central Asia and logistics terminals in Iran and

Russia, thus contribution to the continuity of the transportation along TRACECA.

The project has two subsequent steps:

- New infrastructure development on a BOT basis (preparation of the plot, utilities, communication, integration into the transport network via access railway and access road, development of the logistics centre internal road and railway network, establishment of the container terminal).
- Attraction of the logistics business to establish the new facility, i.e. investment in warehouses, logistics facilities, supporting services, establishment of the value added services in the logistics centre.

SOCIO-ECONOMIC DESCRIPTION

Repayment period 15-20 years

SOURCE OF REPAYMENT

Budget + PPP, based on fares for daily usage

**OTHER INVOLVED PARTIES AS FINANCING
INSTITUTIONS, OPERATORS, CONSTRUCTORS**
WB, EBRD, ADB

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

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ALYAT SEA TRADE PORT LOGISTICS CENTRE

ID: AZR 1



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	12 Port of BAKU	20 BATUMI/POTI - TBILISI (Rail and Road)
	PLANNED RAILWAYS	13 Port of ALYAT (Planned)	21 TBILISI - YEREVAN (Rail and Road)
			22 TBILISI - BAKU (Rail and Road)
			23 YEREVAN - BAKU (Rail and Road)
		INLAND ROUTES	
		AIRPORTS AND PORTS	
		CITIES	
		CAPITALS	
		OTHER CITIES	



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PRIORITY PROJECT FACT SHEET**

ID: BUL 2

VARNA-RUSE RAIL REHABILITATION

REGION

Eastern Europe

COUNTRY

Bulgaria

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**

- Ministry of Transport, Information Technology and Communications of the Republic of Bulgaria
- National Company Rail Infrastructure

INVESTMENT AMOUNT

EUR 312 Million

GEOGRAPHICAL DESCRIPTION

- The Varna Ruse railway line is the main land connection between the Port of Ruse on the Danube river and the Port of Varna on the Black Sea. It is the shortest link between the Black Sea region and TRACECA with the countries of Central and Western Europe.
- This line connects the only railway border point in the Southern region of Bulgaria to Romania.
- The line realizes transport communication between the Pan-European transport corridors VII, VIII and IX.

SOCIO-ECONOMIC DESCRIPTION

- Increase in the traffic capacity of passenger and freight trains, by 25% and 35% respectively;
- Reduction of travel times by 15%;
- Increase in the safety and security of rail transport;
- Improved maintenance of the transport services;

- Balance between different modes of transport, thus providing an opportunity for the development of the logistic system "Railway-Sea-Railway-Danube river";
- Improved aesthetical and environmental conditions in the areas along the line;
- Increased turn over of Bulgaria with the countries of East and Central Europe.

SOURCE OF REPAYMENT
PPP

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VARNA-RUSE RAIL REHABILITATION

ID: BUL 2



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	TEN - T	INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	Priority Axes		
RAIL - FERRY	RAILWAYS	7 Port of BURGAS	ROAD PRIORITY AXIS	MAJOR ROADS	+ AIRPORTS
RO - RO	ROADS	8 Port of VARNNA	RAIL PRIORITY AXIS	OTHER ROADS	PORTS
	PLANNED RAILWAYS	9 Port of CONSTANTA		OTHER RAILWAYS	
		42 SOFIA - PLOVDIV - SVILENGRAD (Rail and Road)			CITIES
		43 SOFIA-BURGAS/VARNA (Rail and Road)			CAPITALS
					OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: GEO 1

ZESTAPONI-KUTAISI-SAMTREDIA MOTORWAY WIDENING

REGION
Caucasus

COUNTRY
Georgia

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**
Ministry of Regional Development and Infrastructure

INVESTMENT AMOUNT
USD 220 Million

GEOGRAPHICAL DESCRIPTION
Located in the Imereti region (Western Georgia), the project includes the Kutaisi Bypass (around the second largest city in Georgia), and the E 60 international road.

TECHNICAL DESCRIPTION
The total length of the section is 70.4 km.

A two-lane highway shall be improved to become a four-lane highway.

At present, the existing two-lane road is being upgraded and a new highway (the Kutaisi bypass) is under construction.

SOCIO-ECONOMIC DESCRIPTION
The project aims at strengthening the TRACECA corridor capacity and competitiveness.

The project facilitates tourism and trade in the region, supports development of local markets, creates new employment opportunities and promotes regional development.

SOURCE OF REPAYMENT
Budget, International Loan.

**OTHER INVOLVED PARTIES AS FINANCING
INSTITUTIONS, OPERATORS, CONSTRUCTORS**

- Ministry of Finance of Georgia
- Japanese International Cooperation Agency

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ZESTAPONI-KUTAISI-SAMTREDIA MOTORWAY WIDENING

ID: GEO 1



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	3 Port of POTI	20 BATUMI/POTI - TBILISI (Rail and Road)
RO - RO	ROADS	4 Port of BATUMI	21 TBILISI - YEREVAN (Rail and Road)
	PLANNED RAILWAYS		22 TBILISI - BAKU (Rail and Road)
		INLAND ROUTES	
		MAJOR ROADS	AIRPORTS AND PORTS
		OTHER ROADS	AIRPORTS
		OTHER RAILWAYS	PORTS
		CITIES	
		CAPITALS	
		OTHER CITIES	



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PRIORITY PROJECT FACT SHEET

ID: GEO 3

TBILISI-RUSTAVI HIGHWAY WIDENING

REGION
Caucasus

COUNTRY
Georgia

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**
Ministry of Regional Development and Infrastructure

INVESTMENT AMOUNT
USD 31 Million

GEOGRAPHICAL DESCRIPTION
Located in the Kvemo Kartli region (Eastern Georgia), the highway links the capital of Georgia (Tbilisi) with the Red Bridge section of the East-West highway on the E 60 International Road.

TECHNICAL DESCRIPTION
The total length is 12 km.

A two-lane road with a capacity of 9,000 vehicles per day has recently been developed. The Tbilisi-Red Bridge international road is overloaded and needs upgrading.

SOCIO-ECONOMIC DESCRIPTION
The project aims at strengthening the TRACECA corridor capacity and competitiveness.

The project facilitates tourism and trade in the region, supports development of local markets, creates new employment opportunities, and promotes regional development.

SOURCE OF REPAYMENT
Budget, International Loan

**OTHER INVOLVED PARTIES AS FINANCING
INSTITUTIONS, OPERATORS, CONSTRUCTORS**
Ministry of Finance of Georgia, other possible Donor.

Financing is arranged.

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TBILISI-RUSTAVI HIGHWAY WIDENING

ID: GEO 3



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	3 Port of POTI	20 BATUMI/POTI - TBILISI (Rail and Road)
	PLANNED RAILWAYS	4 Port of BATUMI	21 TBILISI - YEREVAN (Rail and Road)
			22 TBILISI - BAKU (Rail and Road)
		INLAND ROUTES	
		MAJOR ROADS	
		OTHER ROADS	
		OTHER RAILWAYS	
		AIRPORTS AND PORTS	
		AIRPORTS	
		PORTS	
		CITIES	
		CAPITALS	
		OTHER CITIES	



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PRIORITY PROJECT FACT SHEET

ID: KAZ 5

BEINEU-SHALKAR NEW RAILWAY

REGION

Central Asia

COUNTRY

Kazakhstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Communications and Transport of Kazakhstan
Republic

INVESTMENT AMOUNT

USD 1,096 Million

GEOGRAPHICAL DESCRIPTION

The projected railway runs through the Aktyubinsk and Mangistau regions of Kazakhstan Republic.
The project is located on the axis South-East Transport Corridor.

TECHNICAL DESCRIPTION

- Length: 485 km
- Period of Construction: 4 years
- Expected freight flow: 12 million tonnes
- Maximum gradient: 7%
- Number of over bridges: 20
- Feasibility Study is developed.

SOCIO-ECONOMIC DESCRIPTION

- Improving the ecological environment in the region;
- Reducing fuel consumption;
- Improving local population's skills under the training of specialists;
- Creating new employment opportunities;
- Together with the optimization of the transport route, the delivery time of goods will be reduced.

SOURCE OF REPAYMENT

- Payback period: 13 years
- The project is to be achieved on a concession base.

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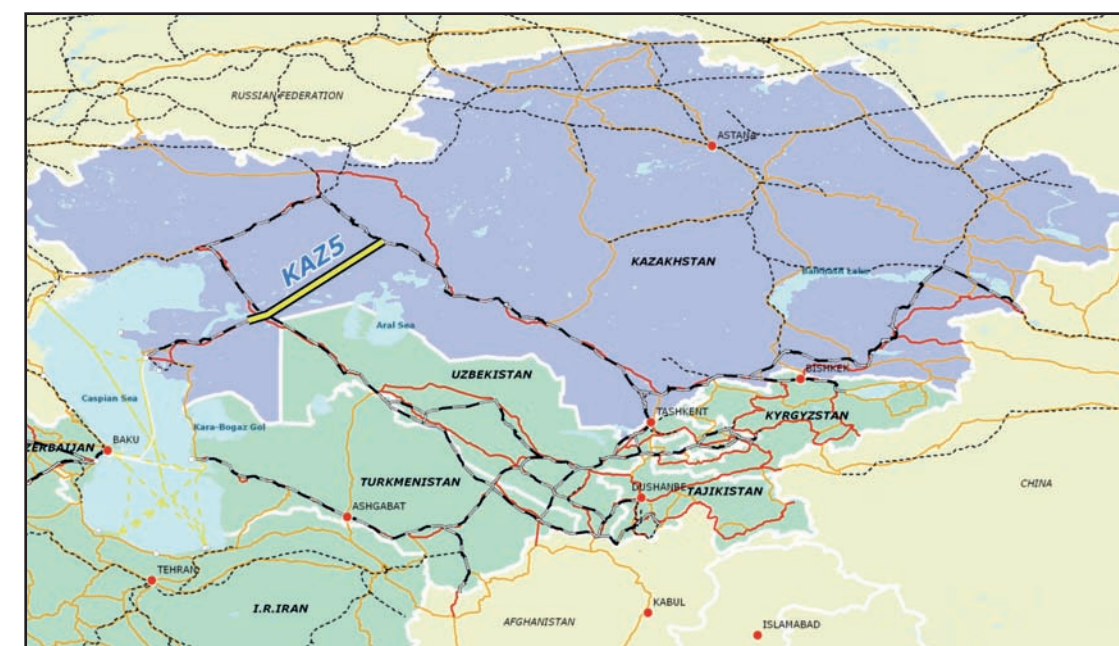
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BEINEU-SHALKAR NEW RAILWAY

ID: KAZ 5



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	MAJOR ROADS
RO - RO	ROADS	10 Port of AKTAU	OTHER ROADS
	PLANNED RAILWAYS	30 SAMARKAND - UCHKUDUK - BEINEU (Road)	OTHER RAILWAYS
		32 NAVOI - UCHKUDUK - BEINEU (Rail)	AIRPORTS AND PORTS
		34 BEINEU - AKTAU (Rail and Road)	AIRPORTS
		35 AKTAU-BEINEU-ALMATY-DRUZHBA (Rail and Road)	PORTS
			CITIES
			CAPITALS
			OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: KAZ 6

AKTOGAY-DOSTYK RAILWAY ELECTRIFICATION

REGION

Central Asia

COUNTRY

Kazakhstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Communications and Transport of Kazakhstan
Republic

INVESTMENT AMOUNT

USD 546.4 Million

GEOGRAPHICAL DESCRIPTION

The projected railway runs through the Almaty region of Kazakhstan in the Aktogay-Dostyk section of the transport corridor, thus connecting Kazakhstan with China, Russia and the other countries in Central Asia. The project is located on the axis of South-East transport corridor.

TECHNICAL DESCRIPTION

- Length: 309.4 km
- Period of Construction: 3 years
- Existing freight flow: 15.5 million tonnes
- Forecasted freight flow: 20 million tonnes
- Existing speed of rail traffic: cargo 70 km/hour; passenger 80 km/hour
- Minimal radius of curves in the plan is 600 m
- Main types of transported goods: coal, coke, oil, mineral, metals, wood materials, construction materials, chemical fertilizers

The Aktogay-Dostyk section is single-track, with automatic blocking and power switches, and signals at the stations.

Within the section limits there are 14 separate points. The minimal length between separate points is 7.7 km, whilst the maximum is 29.2 km.

Gradient does not exceed 4% in either direction.

Feasibility Study is developed.

SOCIO-ECONOMIC DESCRIPTION

- Improving the ecological environment in the region
- Reducing transportation cost price by 25-30%
- Reducing fuel consumption by 1.5 – 1.8%
- Increasing the average section speed by 10-13 km/hour
- Increasing the average weight of the train by 900 tonnes
- Increasing the section capacity by 15-30%
- Creating new employment opportunities
- Improving local population's skills under the training of specialists

SOURCE OF REPAYMENT

- Net profit for the period of operation: USD 1.1 Billion
- Payback period: 12.6 years
- The project is to be achieved on a concession base.

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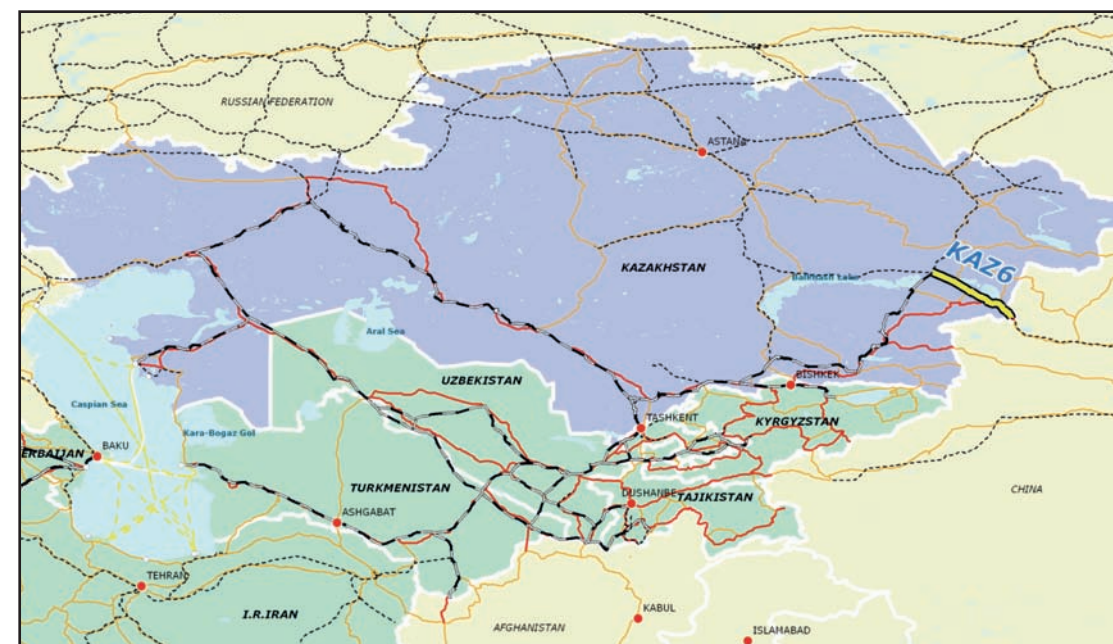
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AKTOGAY-DOSTYK RAILWAY ELECTRIFICATION

ID: KAZ 6



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	25 TURKMENABAD - DASHKENT (Rail and Road)	
RO - RO	ROADS	29 SAMARKAND - OSH/JALAL - ABAD (Rail and Road)	
	PLANNED RAILWAYS	35 AKTAU - BEINEU - ALMATY - DRUZHBA (Rail and Road)	
		36 LUGOVAYA - BISHKEK - BALKHACHI (Rail and Road)	
		INLAND ROUTES	AIRPORTS AND PORTS
		MAJOR ROADS	AIRPORTS
		OTHER ROADS	PORTS
		OTHER RAILWAYS	
		CITIES	
		CAPITALS	OTHER CITIES



First TRACECA Investment Forum
Brussels, 12th October 2010
PRIORITY PROJECT FACT SHEET

ID: KAZ 8

MOJINTY-AKTOGAY RAILWAY ELECTRIFICATION

REGION

Central Asia

COUNTRY

Kazakhstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Communications and Transport of Kazakhstan
Republic

INVESTMENT AMOUNT

USD 788.8 Million

GEOGRAPHICAL DESCRIPTION

The projected railway runs through the territory of Karaganda, Almaty and East-Kazakhstan regions.

The Mojinty-Aktogay section of the transport corridor will connect Kazakhstan with China, Russia and countries in Central Asia.

The railway section includes the North corridor of the Trans-Asia railway.

TECHNICAL DESCRIPTION

- Length: 522.4 km
- Period of Construction: 4 years
- Existing freight flow: 12.2 million tonnes
- Forecasted freight flow: 19 million tonnes
- Maximum gradient: 10%
- Existing speed of rail traffic: cargo 70km/hour; passenger 80 km/hour
- Minimal radius of curves in the plan: 600 m
- Number of over bridges: 2
- Main kinds of transported goods: coal, coke, oil, minerals, metals, wood materials, construction materials, chemical fertilizers

The Mojinty-Aktogay section is single-track with automatic blocking and power switches, and signals at the stations.

Within the section limits there are 20 separate points. Feasibility Study is developed.

SOCIO-ECONOMIC DESCRIPTION

- Improving the ecological environment in the region;
- Reducing transportation cost price by 25-30%;
- Reducing fuel consumption by 1.5 – 1.8%;
- Increasing average section speed by 10-13 km/hour;
- Increasing average weight of the train by 900 tonnes;
- Increasing the section capacity by 15-30%;
- Creating new employment opportunities;
- Additional staff for section exploitation: 826 persons;
- Improving local population's skills under the training of specialists.

SOURCE OF REPAYMENT

- Net profit for the exploitation period: USD 1.4 Billion
- Payback period: 12.9 years
- The project is to be achieved on a concession base.

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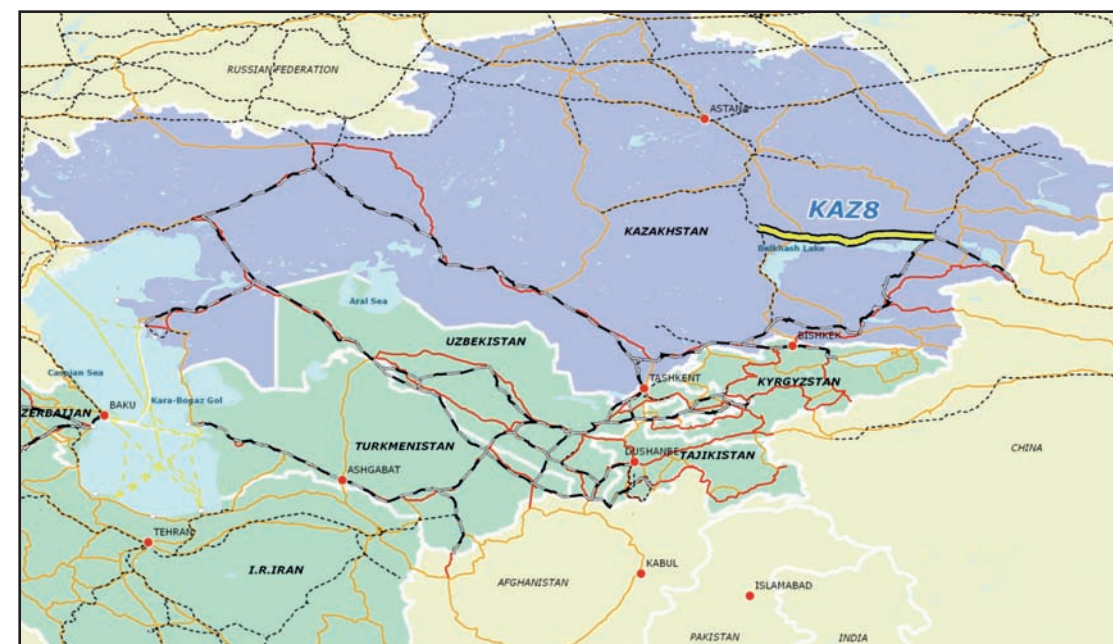
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MOJINTY-AKTOGAY RAILWAY ELECTRIFICATION

ID: KAZ 8



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index		INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes		MAJOR ROADS	AIRPORTS
RAIL - FERRY	RAILWAYS	25	TURKMENABAD - DASHKENT (Rail and Road)	OTHER ROADS	PORTS
RO - RO	ROADS	27	DUSHANBE-OSH-BISHKEK (Road)	OTHER RAILWAYS	
	PLANNED RAILWAYS	29	SAMARKAND - OSH/JALAL-ABAD (Rail and Road)		CITIES
		35	AKTAU - BEINEU - ALMATY - DRUZHBA (Rail and Road)		CAPITALS
		36	LUGOVAYA - BISHKEK - BALKHCHI (Rail and Road)		OTHER CITIES
		41	GUZAR - KUMKURGAN (Rail)		



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PRIORITY PROJECT FACT SHEET

ID: KYR 1

OSH-BATKEN-ISFANA ROAD

REGION

Central Asia

COUNTRY

Kyrgyzstan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport and Communications of the
Kyrgyzstan Republic

INVESTMENT AMOUNT

EUR 130 Million

GEOGRAPHICAL DESCRIPTION

Located in the Southern part of the Kyrgyzstan Republic,
the road will start from Osh city and run Southwest, pas-
sing Uzbek and Tajik enclaves before ending at Isfana
near the Tajikistan border.

TECHNICAL DESCRIPTION

Rehabilitation of 227 km (out of total 385 km) bringing
the road condition from category IV to category III. The
project includes all relevant structures, bridges and road
markings.

SOCIO-ECONOMIC DESCRIPTION

Repayment period: 20 years.

The rehabilitation of the road will secure significantly
improved access to the trade market, health services,
education and employment facilities.

SOURCE OF REPAYMENT

Budget of the Kyrgyzstan Republic.

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

World Bank, European Union and EBRD are involved in
financing Phase 1 of the Project.

CONTACT DETAILS

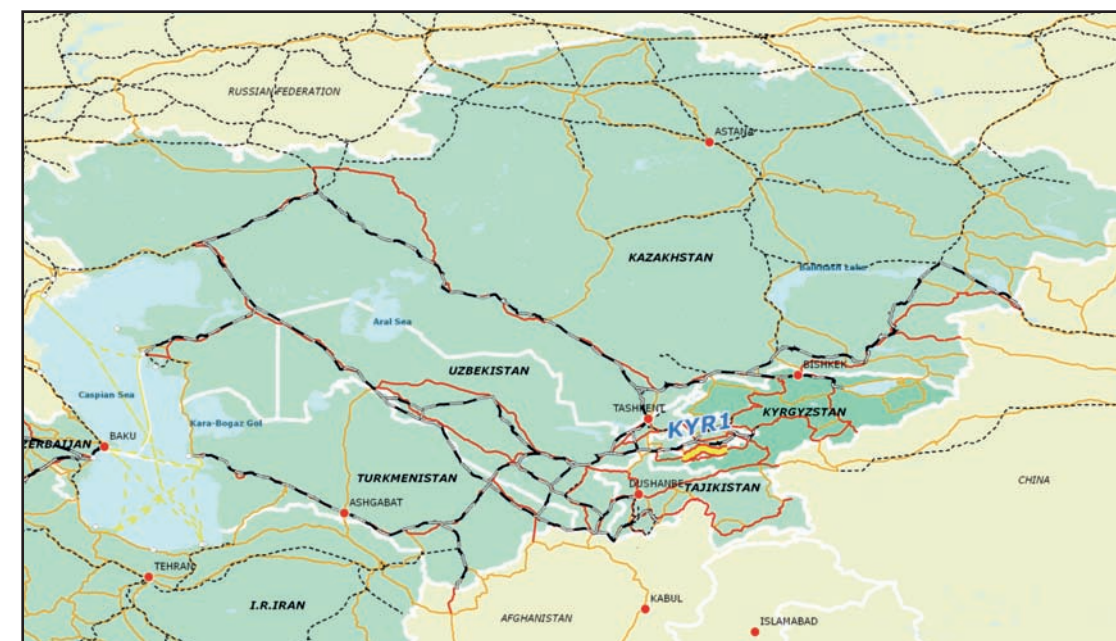
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OSH-BATKEN-ISFANA ROAD

ID: KYR 1



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	27 DUSHANBE - OSH - BISHKEK (Road)	INLAND ROUTES
	PLANNED RAILWAYS	28 TASHKENT - OSH-IRKESHTAM/TORUGART (Rail)	MAJOR ROADS
		29 SAMARKAND - OSH/JALAL-ABAD (Rail and Road)	OTHER ROADS
		36 LUGOVAYA-BISHKEK-BALYKCHI (Rail and Road)	OTHER RAILWAYS
			AIRPORTS AND PORTS
			AIRPORTS
			PORTS
			CITIES
			CAPITALS
			OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: MLD 1

MARCULESTI AIRPORT LOGISTICS CENTRE

REGION

Eastern Europe

COUNTRY

Moldova

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport and Road Infrastructure, Republic of Moldova

INVESTMENT AMOUNT

EUR 12 - 20 Million

GEOGRAPHICAL DESCRIPTION

North-East of Chisinau

TECHNICAL DESCRIPTION

The project will build a new facility on the site of the primary building of MSAM (local territory) and create the first intermodal logistics centre in Moldova. The project aims at increasing the interaction with the city of Chisinau and the International Freeport "Giurgiulesti" (IMTS). Expected outcomes include significant cost reductions in international transport and a decrease in the average transit time for international traffic and regional distribution.

SOCIO-ECONOMIC DESCRIPTION

A draft final report of the feasibility study will be ready in July 2010, financed by the EC.

The Free Economic Zone and the International Logistics Centre will stimulate economic development in the region, because:

- The project can support and influence the sustainable development of the region;
- Direct connection and synergy with Ukraine and Romania will be risen;
- Air freight at the international airport "Marculesti" will serve as a complement and connect the region to the global network of air cargo.

This project will have a big impact on intermodality in Moldova, creating opportunities for transshipment

between the three modes of transport (road, rail and air). Additional environmental impact will be negligible, since the proposed project is located in the International Airport "Marculesti" (a former air base). Emission reductions will be achieved through the use of more effective and appropriate modes of transport (i.e. movement of freight from roads to railway).

The proposed new access road will be designed for vehicular traffic to bypass the nearby village of Mărculești, which will reduce noise impact to residents. Effects on soil fauna, flora and vegetation are considered average. Impacts on groundwater and surface water are considered average.

SOURCE OF REPAYMENT

There was a first interest from the private sector with regard to land and activities in the MSAM, 12 resident companies present at the moment.

In Moldova, there is a legislative framework for concessions. PPP could be an option with a successful example of a free port "Giurgiulesti".

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

Probable participation of the EBRD and an international operating company.

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

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MARCULESTI AIRPORT LOGISTICS CENTRE

ID: MLD 1



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	17 UNGENY - KLIMENTOVO/KUCHURGAN (Rail)	
	PLANNED RAILWAYS		
		INLAND ROUTES	AIRPORTS AND PORTS
		MAJOR ROADS	AIRPORTS
		OTHER ROADS	PORTS
		OTHER RAILWAYS	
		CITIES	
		CAPITALS	
		OTHER CITIES	



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PRIORITY PROJECT FACT SHEET

ID: MLD 2

CHISINAU-GIURGIULESTI MOTORWAY, PORUMBREI-CIMISLIA SECTION

REGION

Eastern Europe

COUNTRY

Moldova

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Ministry of Transport and Road Infrastructure, Republic of Moldova

INVESTMENT AMOUNT

EUR 23.8 Million

GEOGRAPHICAL DESCRIPTION

The road will be constructed South of Chisinau city, connecting the capital with the Romanian and Ukrainian borders, and will lead into the Giurgiulesti International Free Port in the South.

TECHNICAL DESCRIPTION

The project is a new construction of a 19.1 km road section along the M3 Corridor (2 x 3.75 m wide lanes).

The roadbed will be built according to category I standards, in preparation for a 4 lane pavement. Forecasts suggest that traffic will increase over 10,000 vehicles/day.

The maximum longitudinal slope will be 5%.

The alignment will not cross any settlements.

The road will adhere to traffic and safety conditions with max speed 120 km/h.

SOCIO-ECONOMIC DESCRIPTION

The extension of the M3 Porumbrei-Cimislia section is essential since the current category III alignment conditions are too poor for current traffic levels.

The construction of the road will facilitate trade, transport, industry and tourism development.

The road will strengthen access to agricultural markets in the region, and will be a prerequisite for securing transportation connections between the country's centre and its Southern regions.

The construction will also create employment for a significant portion of the population and in turn stimulate local economies.

SOURCE OF REPAYMENT

National Budget

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

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CHISINAU-GIURGIULESTI MOTORWAY, PORUMBREI-CIMISLIA SECTION

ID: MLD 2



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	1 Port of ILYCHEVSK	16 YAGODIN-ILYCHEVSK (Rail and Road)
RO - RO	ROADS	13 Port of GIURGIULESTI	17 UNGENY-KLIMENTOVO/KUCHURGAN (Rail)
	PLANNED RAILWAYS		38 ALBITA-GIURGIU (Rail and Road)
		INLAND ROUTES	
		MAJOR ROADS	AIRPORTS AND PORTS
		OTHER ROADS	AIRPORTS
		OTHER RAILWAYS	PORTS
		CITIES	
			CAPITALS
			OTHER CITIES

ID: MLD 3

The construction of the road will facilitate trade, transport, industry and tourism development. The road will strengthen access to agricultural markets in the region and will be a prerequisite for securing

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ID: MLD 3



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	INLAND ROUTES	AIRPORTS AND PORTS	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	MAJOR ROADS	AIRPORTS	
RAIL - FERRY	RAILWAYS	13 Port of GIURGIULESTI	OTHER ROADS	PORTS	
RO - RO	ROADS	17 UNGENY - KLIMENTOVO/KUCHURGAN (Rail)	OTHER RAILWAYS		
	PLANNED RAILWAYS	38 ALBITA - GIURGIU (Rail and Road)			
					CITIES
					CAPITALS
					OTHER CITIES



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PRIORITY PROJECT FACT SHEET**

ID: ROM 1

FOCSANI-ALBITA MOTORWAY

REGION

Eastern Europe

COUNTRY

Romania

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**

- Ministry of Transport and Infrastructure – Romania
- TRACECA National Secretariat
- National Company of Motorways and National Roads from Romania

INVESTMENT AMOUNT

Investment costs are estimated at approximately EUR 854 Million.

GEOGRAPHICAL DESCRIPTION

The motorway section Focsani – Albita is located in the North-Eastern part of Romania.

The Focsani – Albitea Motorway section is part of the Pan-European Corridor no. IX, which connects Bulgaria to Moldavia, and at the same time with the existing national infrastructure. It is also considered to be an exit to Ukraine.

The future motorway section will cross 3 counties: Vrancea, Galati and Vaslui.

TECHNICAL DESCRIPTION

- Design speed: 130 km/h
- Length approximately: 155 km
- Motorway cross-section:
platform 26.00 m; carriageway 4 x 3.75 m; middle lane 3.00 m; emergency lane 2 x 2.50 m; shoulders 2 x 0.50 m; employment bands 4 x 0.50 m; parapets space (outside the platform) 0.75 m
- Cross-section for link roads:
carriageway 2 x 3.50 m; shoulders 2 x 1.00 m, out of which: employment bands 2 x 0.50 m; platform 10.00 m
- Land acquisition:
Estimated area of expropriation for the entire highway route will be approximately 620 hectares of land representing terrain and built settlements.
- Traffic study:
The traffic study will analyse current traffic on the highway corridor and the expected traffic over a period of 15 years.

SOCIO-ECONOMIC DESCRIPTION

At the design stage, the designer will analyse the following proposed aspects and will include them into the Feasibility Study, in order to be applied at execution stage:

- Project's impact on local development plans, regional and national;
- Involving local residents in the project;
- Land value and preservation (residential and agricultural land, nature reserves, forests and other important national resources, archaeological sites, people, flora and fauna, Nature 2000, etc.);
- Analysis of the impact on the local ecosystem and its plans for restoration and conservation.

SOURCE OF REPAYMENT

Budget + PPP, based on fares for daily usage.

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


















FOCSANI-ALBITA MOTORWAY

ID: ROM 1



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index	TEN - T	INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	Priority Axes		
 RAIL - FERRY	 RAILWAYS	 ⁽¹³⁾ ↑ Port of GIURGIULESTI	 ROAD PRIORITY AXIS	 MAJOR ROADS	 AIRPORTS
 RO - RO	 ROADS	 ⁽¹⁷⁾ UNGENY-KLIMENTOVO/KUCHURGAN (Rail)	 RAIL PRIORITY AXIS	 OTHER ROADS	 PORTS
	 PLANNED RAILWAYS	 ⁽³⁸⁾ ALBITA-GIURGIU (Rail and Road)		 OTHER RAILWAYS	
		 ⁽³⁹⁾ CONSTANTA - NADLAC (Rail and Road)			CITIES
		 ⁽⁴⁰⁾ IASI - BORS/PETEA (Rail and Road)			 CAPITALS
					 OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: TAJ 5

NIZHNIJ PJANSH BORDER TERMINAL

REGION

Central Asia

COUNTRY

Tajikistan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Association of International Automobile Carriers of the Republic of Tajikistan "ABBAT" (IRU member) being the executive power of the Government of the Republic of Tajikistan

INVESTMENT AMOUNT

USD 7 Million

GEOGRAPHICAL DESCRIPTION

South West Tajikistan/Qumsangir region, connecting to the Southern TRACECA Route.

TECHNICAL DESCRIPTION

- 5,41 ha
- Container storage space
- Customs warehouse
- Warehouse refrigerator dock
- Repair shop
- Storage of fuel and spare parts
- Engineering facilities
- Scales
- Laboratory
- Car wash administrative buildings
- Recreation ground
- Motel

Implementation of the international obligations arising from international legal acts recognised by Tajikistan by:

- Carrying out the necessary formalities on the import and export of goods to and from the territory;
- Traffic regulation of foreign ATC in the territory of Tajikistan and the prevention of their non-target stay in the cities and districts of the republic.

SOCIO-ECONOMIC DESCRIPTION

Pre-Feasibility study of the project produced the following assumptions:

- Period of amortization: 10 years;
- Profit assumption: 30%;
- Repayment of loan: 20 years.

It will positively affect vulnerable groups in the population, in particular youth and women by contributing to the capacity building, the updating of the professional knowledge, the rational use of roads, tunnels and bridges, and through the protection of electrical networks and communication.

The project will stimulate development of foreign trade, economy and civil society in the region.

Main beneficiaries are international automobile carriers and the general population of Tajikistan and countries in the region of Central Asia (Kyrgyzstan, Kazakhstan, Uzbekistan, Mongolia and Afghanistan).

SOURCE OF REPAYMENT

Financing is not ensured yet.

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

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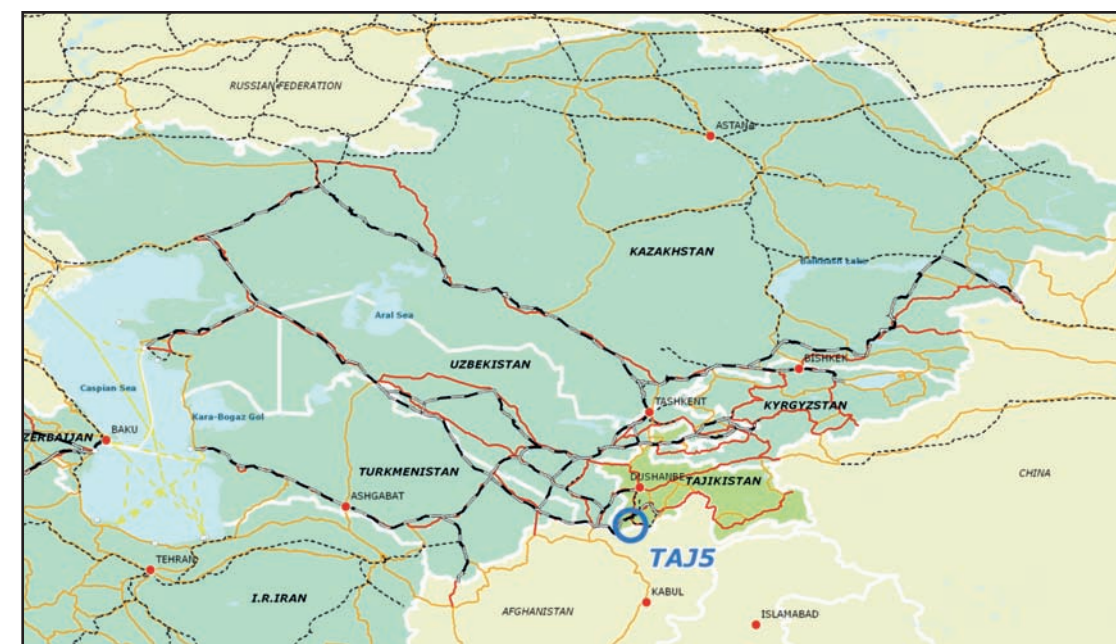
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NIZHNIJ PJANSH BORDER TERMINAL

ID: TAJ 5



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	25 TURKMENABAD - DASHKENT (Rail and Road)	INLAND ROUTES
RO - RO	ROADS	26 SAMARKAND - DUSHANBE/KULAB (Rail and Road)	MAJOR ROADS
	PLANNED RAILWAYS	27 DUSHANBE - OSH - BISHKEK (Road)	OTHER ROADS
		28 TASHKENT - OSH - IRKESHTAM/TORUGART (Road)	OTHER RAILWAYS
		29 SAMARKAND - OSH/JALAL-ABAD (Rail and Road)	AIRPORTS AND PORTS
		37 DUSHANBE - KULAB - KULMA (Road)	
			CITIES
			AIRPORTS
			PORTS
			CAPITALS
			OTHER CITIES



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PRIORITY PROJECT FACT SHEET

ID: TUR 2

REFAHIYE JUNCTION-ERZURUM-GÜRBULAK ROAD UPGRADING

REGION

Southern Europe

COUNTRY

Turkey

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

Public, IRU (International Road Union), KGM (Turkish General Directorate of Highways)

INVESTMENT AMOUNT

EUR 309 Million

GEOGRAPHICAL DESCRIPTION

This project will create a major East-West axes that connects and provides access for the ports of Zonguldak, Filyos, Samsun and Trabzon. This route is a continuation of the Pan-European Transport Corridor IV.

TECHNICAL DESCRIPTION

Current situation:

- 2 x 2 with surface treatment 400 km
- 2 x 2 with bituminous hot mixture 151 km
- National Traffic Volume (2008 data):
Maximum AADT: 7,070 vehicles/day
Minimum AADT: 3,150 vehicles/day
- Heavy vehicle changing ratio: 25% - 35%

After its completion, the road will appear as 2 x 2 paved with bituminous hot mixture.

SOCIO-ECONOMIC DESCRIPTION

The purpose of the project is to convert the section from a paved surface treatment to a bituminous hot mixture, as well as to upgrade the superstructure of the remaining 2 x 2 road section (400 km).

Objectives:

- Increasing the level of road safety on the network because international road transportation from Central Asia and Caucasia to Europe occurs on this road section.

- Minimising travel time and economical losses.

Cross Border Impact:

The project has been extended to the Gürbulak Border Gate (Border to Iran). Transit traffic volume (passenger and freight) is very high on this route. This traffic and seasonal conditions require urgent improvements. After available finance is provided, the following activities will be completed:

- Feasibility studies 3 months;
- Design project preparation (tender and design works) 15 months;
- Consultancy (tender procedures) 3 months.

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

- Contracting authority - Central Finance and Contracting Unit (CFCU) under the Prime Ministry, Undersecretariat of Treasury
- Financing institutions EU IPA, KGM

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REFAHIYE JUNCTION-ERZURUM-GÜRBULAK ROAD UPGRADING

ID: TUR 2



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	
RO - RO	ROADS	3 Port of POTI	20 BATUMI/POTI-TBILISI (Rail and Road)
	PLANNED RAILWAYS	4 Port of BATUMI	21 TBILISI - YEREVAN (Rail and Road)
			22 TBILISI-BAKU (Rail and Road)
			23 YEREVAN - BAKU (Rail and Road)
			44 FİLYOS-KAPOKOY/ESENDERE (Road)
			45 MERSİN - KAPIKOY/ESENDERE (Road)
		INLAND ROUTES	
		AIRPORTS AND PORTS	
		MAJOR ROADS	
		OTHER ROADS	
		OTHER RAILWAYS	
		AIRPORTS	
		PORTS	
		CITIES	
		CAPITALS	
		OTHER CITIES	



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PRIORITY PROJECT FACT SHEET

ID: TUR 3

FILYOS NEW PORT

REGION

Southern Europe

COUNTRY

Turkey

INVESTMENT AMOUNT

EUR 640 Million

GEOGRAPHICAL DESCRIPTION

Located on the TRACECA Corridor and registered as a new TRACECA Port, the new port will be located on the Black Sea.

TECHNICAL DESCRIPTION

Required work to be completed within this project:

- A new port structure is going to be built;
- Quays at -20 m depth, breakwaters and terminals including all related superstructure are going to be constructed;
- Breakwater 350 m;
- Secondary breakwater 160 m;
- Terminal function container, bulk, general cargo;
- Terminal type piled;
- Terminal length 360 m; draft 12 m / 20 m;
- Stacking areas 33,000 m²;
- Sheltered water areas 15,600 m²;
- 25 million tonnes/year (within 10 years);
- IT control system;
- Break bulk equipment;
- Dry bulk equipment;
- Containers equipment.

SOCIO-ECONOMIC DESCRIPTION

This project:

- Opens a gateway to the Black Sea, Asia and East European countries;
- Addresses the expected high potential of cargo traffic in the Black Sea;
- Will provide with new capacity in order to open Anatolian market to Asian, Black Sea, East European Countries;
- Provides access for potential cargo among Black Sea countries.

A feasibility study is available but needs to be revised. A pre-feasibility study has been done as part of the "Improvement of Maritime Links between TENs and TRACECA Corridors" project in 2008.

Technical Assistance for Construction of New Port in Filyos has been received.

SOURCE OF REPAYMENT

The project will be implemented as a BOT Model (partial BOT with public support may also be considered) or Loan Agreement.

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

CONTACT DETAILS

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FILYOS NEW PORT

ID: TUR 3



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	5 Port of SAMSUN	18 ISTANBUL-BATUMI/VALE/GUMRI (Road)
RO - RO	ROADS	6 Port of ISTAMBUL	19 ISTANBUL-SIVAS-KARS-GUMRI (Rail)
	PLANNED RAILWAYS	7 Port of BURGAS	38 ALBITA-GIURGIU (Rail and Road)
		8 Port of VARNA	43 SOFIA-BURGAS/VARNA (Rail and Road)
		14 Port of TEKIRDAG	44 FILYOS-KAPOKOY/ESENDERE (Road)
		15 Port of BANDIRMA	45 MERSIN - KAPIKOY/ESENDERE (Road)
		INLAND ROUTES	AIRPORTS AND PORTS
		MAJOR ROADS	AIRPORTS
		OTHER ROADS	PORTS
		OTHER RAILWAYS	CITIES
			CAPITALS
			OTHER CITIES



First TRACECA Investment Forum
Brussels, 12th October 2010
PRIORITY PROJECT FACT SHEET

ID: UKR 1

ILYICHEVSK NEW CONTAINER TERMINAL

REGION

Eastern Europe

COUNTRY

Ukraine

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

State Enterprise "Sea Commercial Port of Ilyichevsk"

INVESTMENT AMOUNT

USD 350 Million

GEOGRAPHICAL DESCRIPTION

The project is located in the territory of SE "Sea Commercial Port of Ilyichevsk", on the TEN-T Corridor IX near terminals 23/24

TECHNICAL DESCRIPTION

- Additional capacity of 0.85 M TEU/year, including Ro-Ro
- Up to 7 new berths (1,600 m; 12.5–14 m deep) for a maximum of 5,000 TEU ships

The project consists of:

- Dredging an approach channel from near Berth 22, plus turning areas and berths;
- Building a new road between the main gate and the existing highway N – 04;
- Developing railway loading/unloading facilities, based on the existing railway infrastructure at the rear of the terminal area;
- Building the infrastructure required for a new fully operational container terminal based on a proven handling system, and including crane runways, container stacking areas, roads, parking and other facilities;
- A full fleet of handling equipment, based on international standards, and terminal vehicles;
- Other.

SOCIO-ECONOMIC DESCRIPTION

- Payback period of 8.3 years
- Creation of 490 new workplaces
- Increase in the port's income and input to the state and local budget
- Increase in the volume of port charges
- Improvement of the regional investment climate

SOURCE OF REPAYMENT

PPP

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

Port will invest USD 19 Million of its own funds.

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

CONTACT DETAILS

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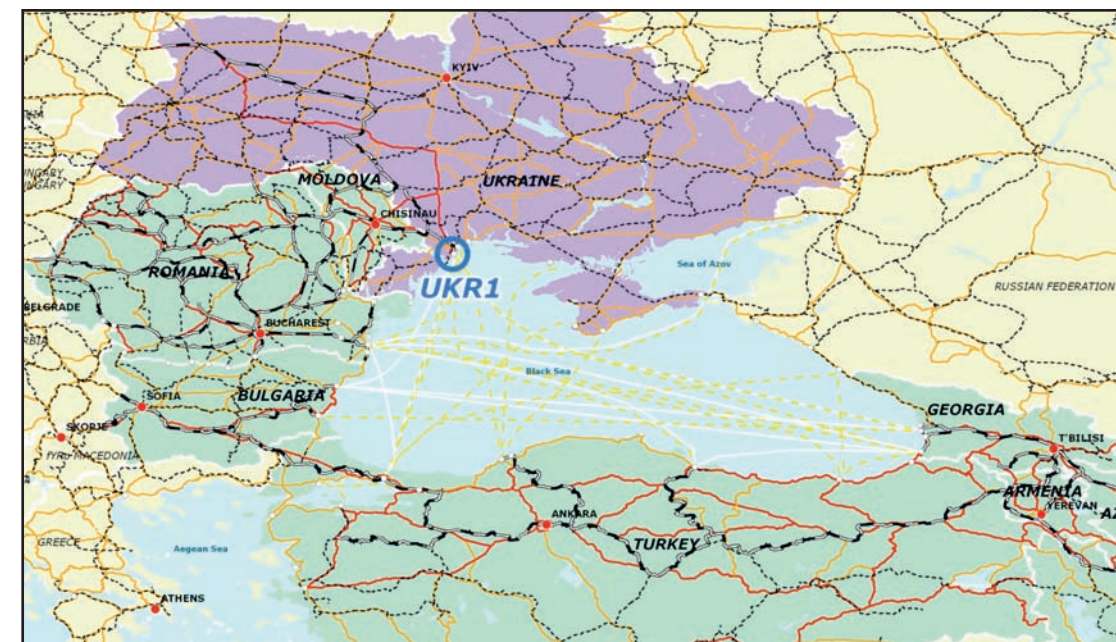
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ILYICHEVSK NEW CONTAINER TERMINAL

ID: UKR 1



PROJECT LOCATION



TRACECA ROUTES		LEGEND	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ROUTES main index	INLAND ROUTES
RAIL - FERRY	RAILWAYS	TRACECA ports and routes	AIRPORTS AND PORTS
RO - RO	ROADS	1 Port of ILYICHEVSK	MAJOR ROADS
	PLANNED RAILWAYS	2 Port of ODESSA	OTHER ROADS
		9 Port of CONSTANTA	OTHER RAILWAYS
		13 Port of GIURGIULESTI	CITIES
			AIRPORTS
			PORTS
			CAPITALS
			OTHER CITIES



First TRACECA Investment Forum
Brussels, 12th October 2010
PRIORITY PROJECT FACT SHEET

ID: UKR 2

YUZHNY PORT APPROACH CHANNEL AND HARBOUR DEEPENING

REGION

Eastern Europe

COUNTRY

Ukraine

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

State Enterprise "Sea Trade Port of Yuzhny"

INVESTMENT AMOUNT

USD 354 Million

GEOGRAPHICAL DESCRIPTION

The project is located in the territory of SE "Sea Trade Port of Yuzhny", on access link to the TRACECA route.

TECHNICAL DESCRIPTION

Deepening of the channels and some berths to the potential depth of 19 m.
Approach channel length would be increased to 5.95 km and the width to 235 m. The inner channel would grow to 4.75 km and 230 m.
The project consists of:

- Deepening and widening the harbour approach channel, which will result in an increase in the length;
- Deepening the inner harbour channel, which may also require an increase in the width;
- Upgrading the vessel turning areas by increasing the depth and width / diameter;
- Increasing the depth at selected berths, which may also require the adjacent quay structure to be strengthened;
- Other.

SOCIO-ECONOMIC DESCRIPTION

The project indirectly:

- Creates 1.2 thousand workplaces;
- Increases the port's input to the state and local budget by 3 times;
- Increases in the volume of port charges;
- Improves the regional investment climate.

SOURCE OF REPAYMENT

Port incomes

PROJECT ASSESSMENT AND DOCUMENTATION FINANCED BY EU

CONTACT DETAILS

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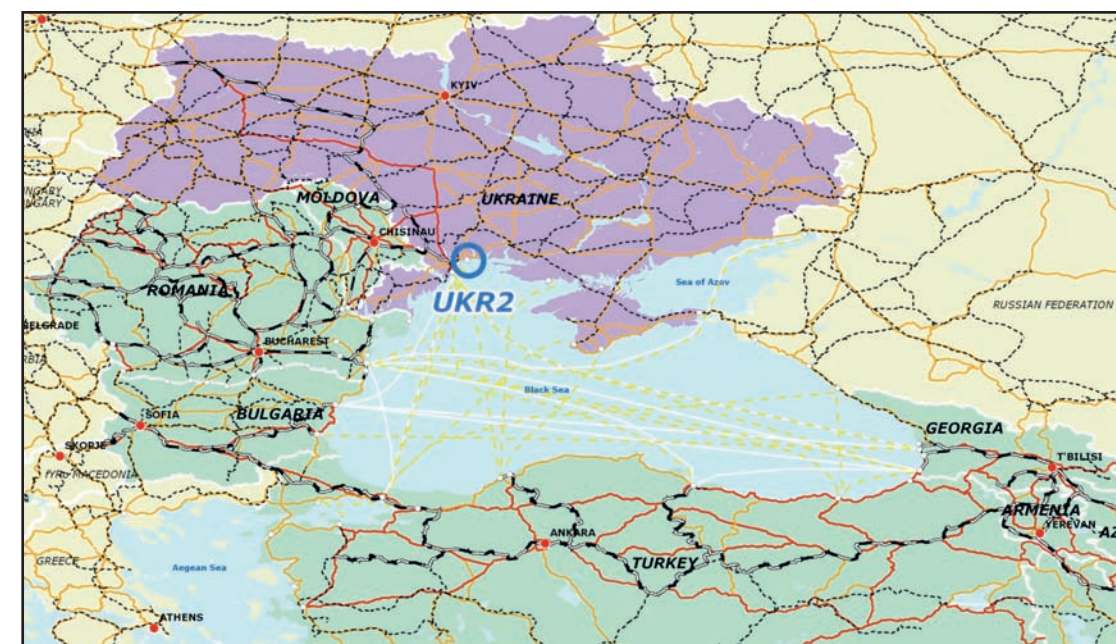
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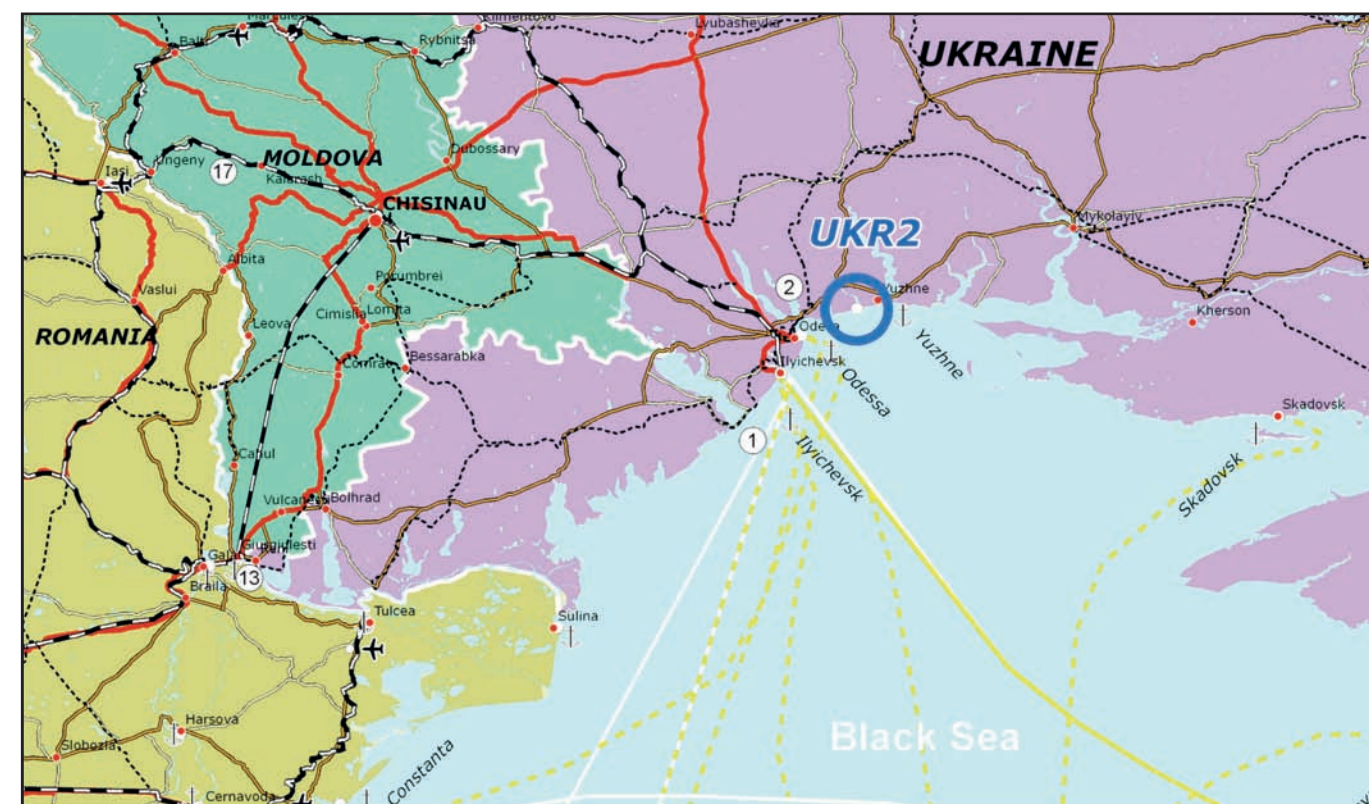
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YUZHNY PORT APPROACH CHANNEL AND HARBOUR DEEPENING

ID: UKR 2



PROJECT LOCATION



LEGEND			
TRACECA ROUTES		TRACECA ROUTES main index	
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes	
RAIL - FERRY	RAILWAYS	1 Port of ILYCHEVSK	17 UNGENY - KLIMENTOVO/KUCHURGAN (Rail)
RO - RO	ROADS	2 Port of ODESSA	
	PLANNED RAILWAYS	13 Port of GIURGIULESTI	
		INLAND ROUTES	
		AIRPORTS AND PORTS	
		MAJOR ROADS	
		OTHER ROADS	
		OTHER RAILWAYS	
		AIRPORTS	
		PORTS	
		CITIES	
		CAPITALS	
		OTHER CITIES	



First TRACECA Investment Forum
Brussels, 12th October 2010
PRIORITY PROJECT FACT SHEET

ID: UZB 4

NAVOI AIRPORT UPGRADING

REGION

Central Asia

COUNTRY

Uzbekistan

APPLICANT/SPONSOR/BENEFICIARY/ PROMOTER

State committee of Uzbekistan of Architecture and Building

INVESTMENT AMOUNT

EUR 50 Million

GEOGRAPHICAL DESCRIPTION

Navoi airport is located in the middle of Uzbekistan crossing E 40 and E 60.

TECHNICAL DESCRIPTION

The following facilities require modernization:

- A runway;
- Cargo terminals, with building of modern warehouse;
- Refrigeration units, transport shipment buildings and other constructions with a full spectrum of services in transport operations;
- Cargo registration and maintenance of service vehicles;
- Access railway and highways;
- Internal infrastructure, including hotels of servicing deport, etc.

SOCIO-ECONOMIC DESCRIPTION

Repayment period: 7 years.

If transport between Europe and Asia is at present carried by 170 wide-body planes of various airlines and on more than 50 daily flights, in the future almost 40% of them will be carried out through the international airport of Navoi.

SOURCE OF REPAYMENT

Uzbek Airways "Uzbekiston Havo Yollari"

OTHER INVOLVED PARTIES AS FINANCING INSTITUTIONS, OPERATORS, CONSTRUCTORS

Reconstruction and Development Foundation of Uzbekistan

CONTACT DETAILS

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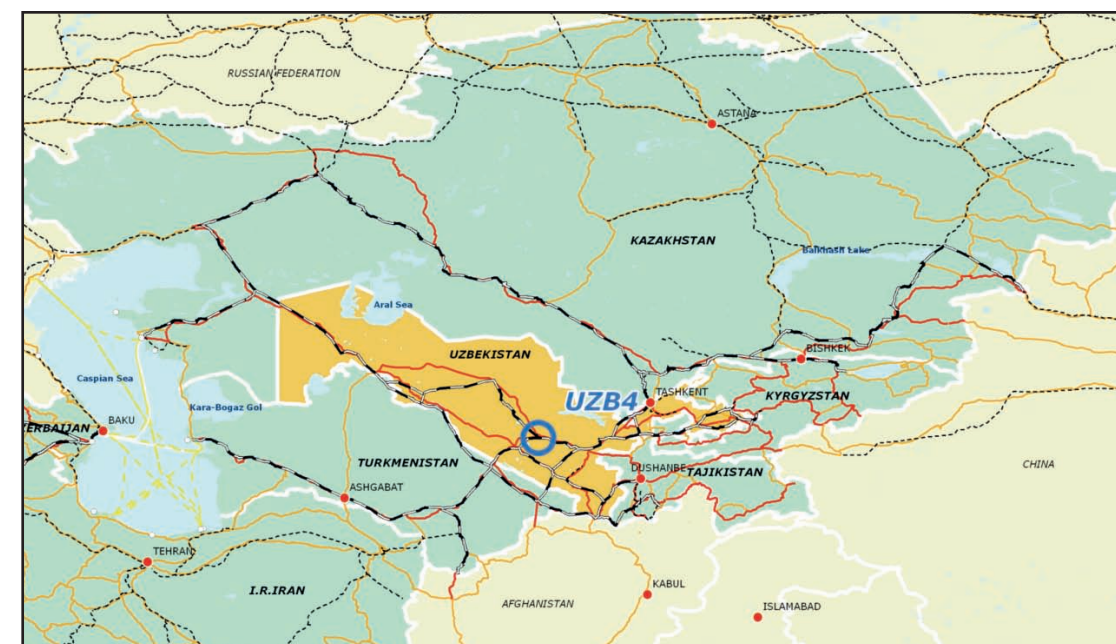
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




NAVOI AIRPORT UPGRADING

ID: UZB 4



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index		INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS		INLAND ROUTES			
		TRACECA ports and routes			
 RAIL - FERRY	 RAILWAYS	 MAJOR ROADS	 AIRPORTS		
 RO - RO	 ROADS	 OTHER ROADS	 PORTS		
	 PLANNED RAILWAYS	 OTHER RAILWAYS		CITIES	
				 CAPITALS	
				 OTHER CITIES	



First TRACECA Investment Forum
Brussels, 12th October 2010
PRIORITY PROJECT FACT SHEET

ID: UZB 5

KARAKALPAKSTAN RAILWAY OPTIC FIBER CABLE

REGION
Central Asia

COUNTRY
Uzbekistan

**APPLICANT/SPONSOR/BENEFICIARY/
PROMOTER**
State Joint Stock Railway Company "Uzbekistan Temir
Yullari"

INVESTMENT AMOUNT
EUR 3 Million

GEOGRAPHICAL DESCRIPTION
North of Uzbekistan border of Kazakhstan on West axis E
40.

TECHNICAL DESCRIPTION
Construction of FOC line Kungrad – Karakalpakia - Beineu
(RK) and modernization of telecommunication
equipment, thus enabling the creation of a high speed
corporate data transfer network with outlet to digital
transport network of neighbouring countries.

SOCIO-ECONOMIC DESCRIPTION

- Repayment period: 5 years
- Decrease in financial and temporal consumption during operation of telecommunication equipment
- Reduction of maintenance personal
- Increase in profit due to the provision of telecommunication services to consumers

SOURCE OF REPAYMENT
State Joint Stock Railway Company "Uzbekistan Temir
Yullari"

CONTACT DETAILS

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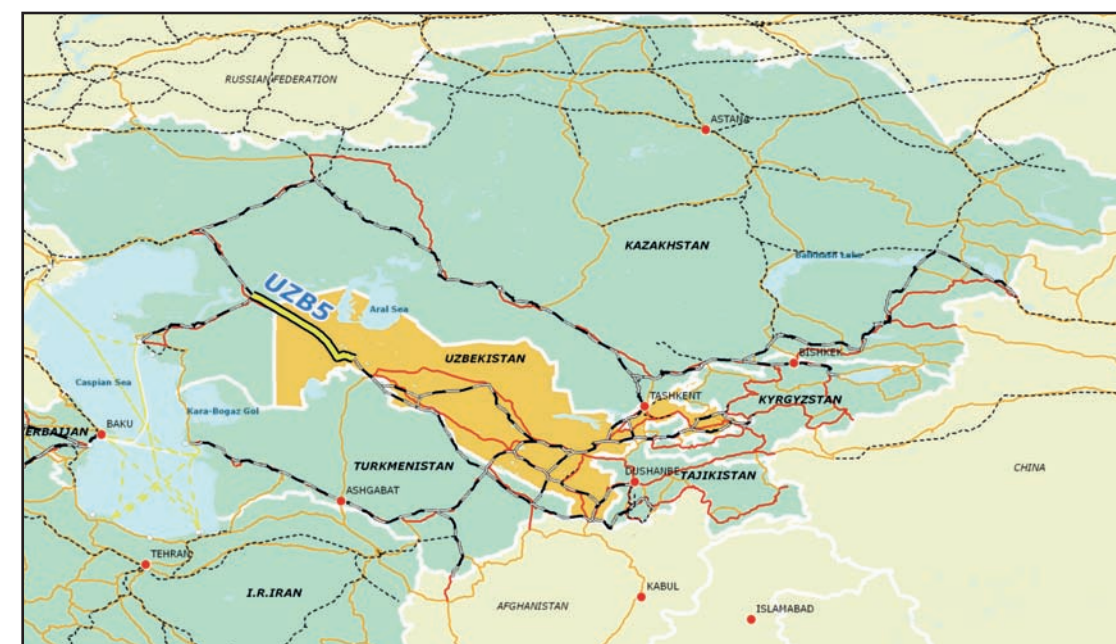
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KARAKALPAKSTAN RAILWAY OPTIC FIBER CABLE

ID: UZB 5



PROJECT LOCATION



LEGEND					
TRACECA ROUTES		TRACECA ROUTES main index		INLAND ROUTES	AIRPORTS AND PORTS
EXISTING MARITIME LINKS	INLAND ROUTES	TRACECA ports and routes		MAJOR ROADS	AIRPORTS
RAIL - FERRY	RAILWAYS	25 TURKMENABAD-DASHKENT (Rail and Road)	34 BEINEU - AKTAU (Rail and Road)	OTHER ROADS	PORTS
RO - RO	ROADS	30 SAMARKAND-UCHKUDUH-BEINEU (Road)		OTHER RAILWAYS	
	PLANNED RAILWAYS	31 SAMARKAND-BUKHARA-BEINEU (Rail)			CITIES
		32 NAVOI-UCHKUDUK-BEINEU (Rail)			CAPITALS
		35 AKTAU-BEINEU-ALMATY-DRUZHBA (Rail and Road)			OTHER CITIES
		33 TURKMENABAD-DASHKHAVUZ-BEINEU (Rail)			



ABOUT TRACECA

In September 1998 at the Baku Summit, 12 TRACECA countries (Azerbaijan, Armenia, Bulgaria, Georgia, Kazakhstan, Kyrgyzstan, Moldova, Romania, Tajikistan, Turkey, Ukraine, Uzbekistan) signed the "Basic Multilateral Agreement on International Transport for Development of the Europe-the Caucasus-Asia Corridor" (MLA) to entirely implement their geopolitical and economic potentials.

The MLA was a logical continuation of the interregional EU TRACECA programme and at the same time a unique legal basis for its efficient implementation. In 2009 Iran acceded to the MLA TRACECA and the Republic of Lithuania was granted the status of observer within the IGC TRACECA.

TRACECA is generally recognized as an international programme aimed at strengthening of economic relations, trade and transport communication in the regions of the Black Sea basin, South Caucasus and Central Asia, and officially acknowledged by the leading international organizations such as the UN Economic and Social Commission for Asia and the Pacific (UN ESCAP) and the UN Economic Commission for Europe (UN ECE), the Black Sea Economic Cooperation organization (BSEC), International Union of Railways (UIC), International Road Federation (IRF), etc.

The extension of Trans-European Transport Networks, specifically, the necessity to develop the South-Eastern Axis connecting South-Eastern Asia with Europe, demands achievements to solve urgent problems of the TRACECA transport corridor and to endeavour for dialogue and cooperation between all stakeholders of this improvement process.

64 Technical Assistance and 14 investment projects have been realized to the amount of 163 Million Euro up to now, whereby more than 40% of the resources was allocated for the development of the corridor transport infrastructure.

The implementation of any project is aimed at achieving one single objective - the establishment of a reliable transport system capable to meet present and perspective needs in the transportation of goods and passengers, and provision of competitive transport services by competent specialists with high level of qualification conforming to international requirements.

TRACECA, actively supported by the European Commission, bends every effort to elaborate economically expedient trans-boundary projects aimed at the development of transport infrastructure. In the course of elaborating the projects in the priority list of the TRACECA member countries the main concern will always be given to those having a regional impact.

TRACECA PERMANENT SECRETARIAT

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