

Road network



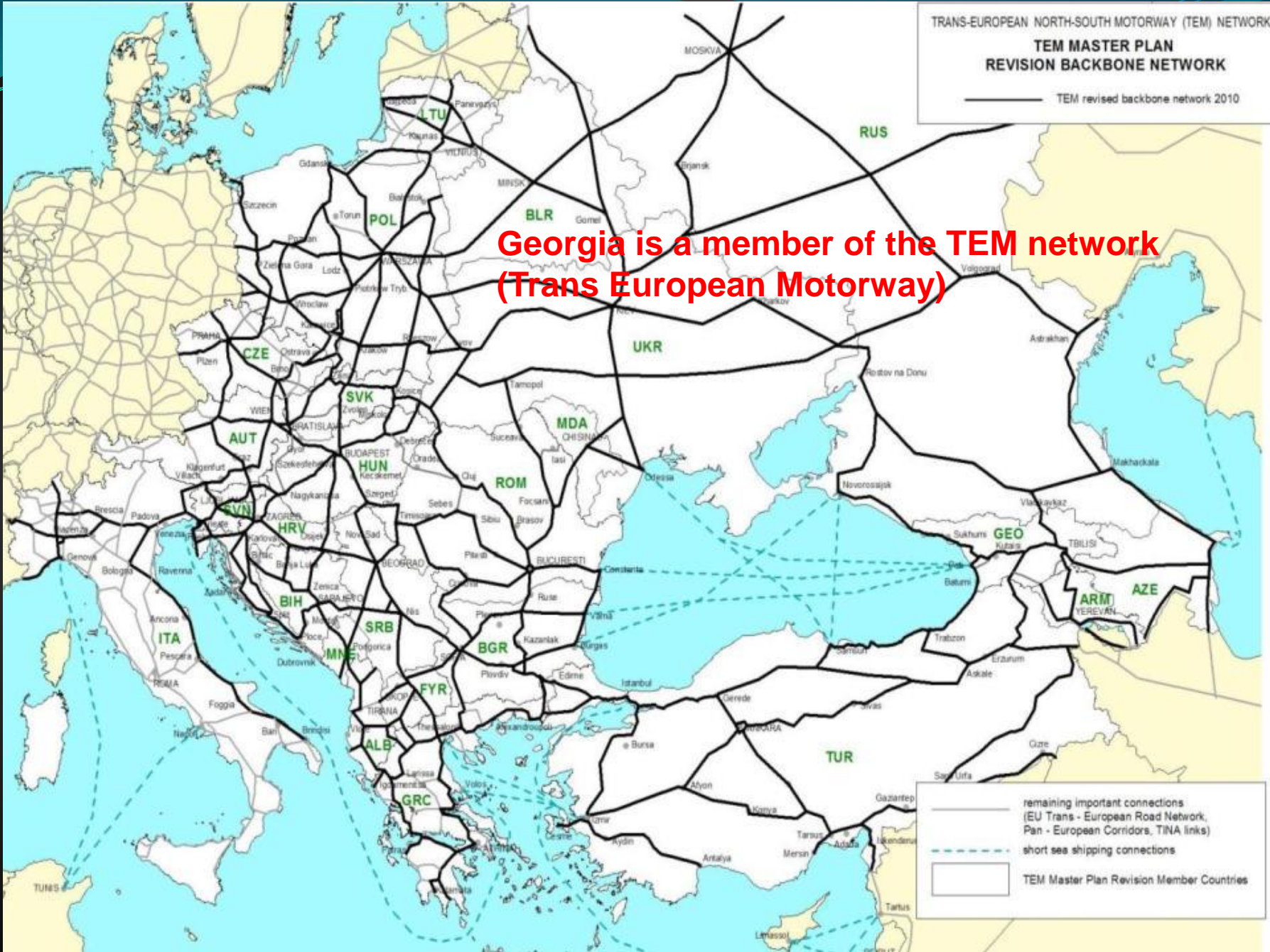
Road network

The total length of the Georgian road network is about 23,000 km

- Motor roads of international importance - **1603 km.**
- Motor roads of national importance – **5298.1 km.**
- Roads of local importance – **15415 km.**

TRANS-EUROPEAN NORTH-SOUTH MOTORWAY (TEM) NETWORK
**TEM MASTER PLAN
REVISION BACKBONE NETWORK**
—— TEM revised backbone network 2010

**Georgia is a member of the TEM network
(Trans European Motorway)**



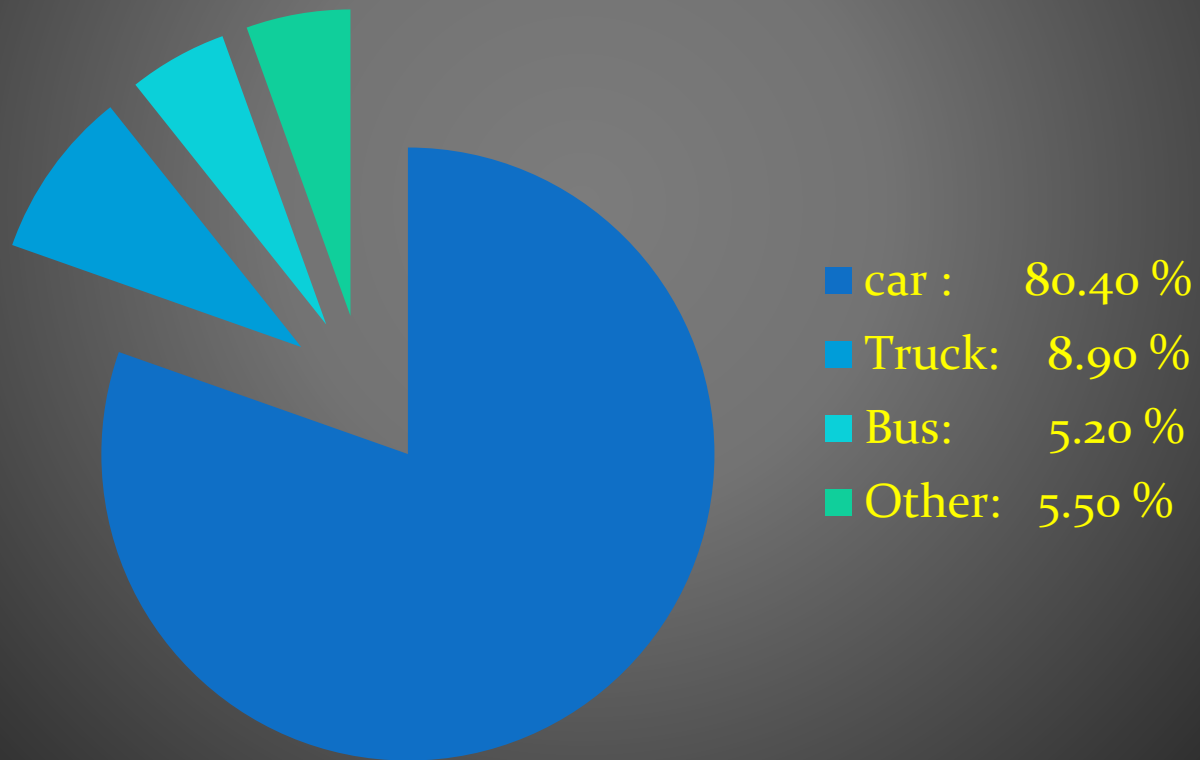
- remaining important connections (EU Trans-European Road Network, Pan-European Corridors, TINA links)
- short sea shipping connections
- TEM Master Plan Revision Member Countries

Maximum permitted weights and dimensions

- width 2.55
- for refrigerated 2.60
- Height 4.00
- Length:
- 2 - axled vehicle 12.00
- road train 20.00

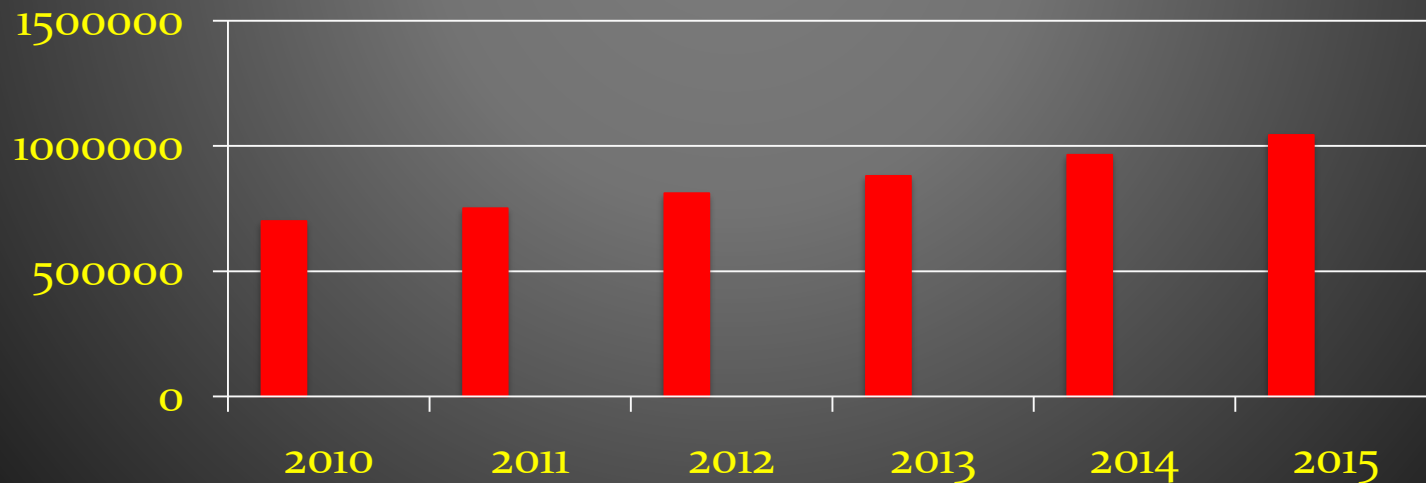
- permissible axle load (T) :
- The maximum amount of axle weights
- Single axle 10
- Leading axis 11.5
- Maximum permitted weights for road trains with 5/6 axles 44

Number by vehicle type , (in %) Georgia 2016



Evolution of road vehicle registrations in Georgia

Year	TOTAL	Truck
2010	700,391	68,638
2011	751,127	73,610
2012	810,759	79,454
2013	879,908	86,230
2014	964,754	94,545
2015	1,043,593	102,272



Foreign Trade Policy of Georgia

- Liberal foreign trade policy is one of the major principles of the economic policy of Georgia.
- Georgia has one of the most liberal foreign trade policies in the world, which implies the facilitated foreign trade regimes and customs procedures, low import tariffs and minimal non-tariff regulations.

Free Trade Regime

Free Trade Regime implies liberalization of trade from custom import taxes among the contracting parties, except the agreed exceptions.

Georgia has free trade regime with all CIS countries, Turkey and European Union.

The “Free Trade Agreement between the Government of the Georgia and the Government of People’s Republic of China” was signed in Beijing on 13 May 2017. The Agreement will enter into force upon completion of appropriate domestic procedures by both parties.

Foreign Trade

GEORGIA	2008	2009	2010	2011	2012	2013	2014	2015
External Trade Turnover	7797	5609	6913	9259	10433	10933	11463	9436
Export (FOB)	1495	1134	1677	2186	2377	2911	2861	2205
Import (CIF)	6302	4479	5236	7072	8056	8023	8602	7281
Balance	-4806	-3342	-3559	-4886	-5680	-5112	-5741	-5077

Foreign Trade Volume of Georgia (2015) **9 436 Mil. USD**

75 % of this volume is conducted through **THE LAND BORDER GATES**

CUSTOMS CLEARANCE ZONE



INTEGRATED BORDER MANAGEMENT AND EXCHANGE OF INFORMATION

In 2016, active works were ongoing towards integrated management of customs checkpoints and exchange of information: Information is exchanged between Georgia and the Republic of Turkey at customs checkpoint “Sarpi”;

Between Georgia and the Republic of Azerbaijan information is exchanged in the testing mode at customs checkpoint “TsiteliKhidi”;

Work is ongoing on the exchange of information between Georgia and the Republic of Armenia.

International Border Crossing Points between Georgia and Turkey

	Name of Crossing Points in Georgia	Dislocation in Georgia	Name of Crossing Points in Turkey	Dislocation in Turkey
1	Sarpi	Adjara, Sarpi village	Sarp	Trabzon region, Artvin Province
2	Vale	Samtskhe-Javakhetiregion, Vale village	Posof	Erzurum region, Ardahan Province
3	Kartsakhi	Samtskhe-Javakheti region, Vale village	Childir	Erzurum region, Ardahan Province

International Border Crossing Points between Georgia and the Russian Federation

	Name of Crossing Points in Georgia	Dislocation in Georgia	Name of Crossing Points in the Russian Federation	Dislocation in the Russian Federation
1	Dariali	Mtskheta-Mtianeti region, Stepantsminda district	Verkhniy Lars	Republic of North Osetia , Verkhniy Lars village

International Border Crossing Points between Georgia and Republic of Azerbaijan

	Name of Crossing Points in Georgia	Dislocation in Georgia	Name of Crossing Points in Azerbaijan	Dislocation in Azerbaijan
1	Red Bridge (TsiteliKhidi)	Kvemo-Kartli region, Mughanlo village	Red Bridge	Ganja region, Shikhly II town
2	Vakhtangisi	Kvemo-Kartli region, Vakhtangisi village	Sadikhli	Ganja region, Sadikhli village
3	Tsodna	Kakheti region, Lagodekhi	Tsodna	Shaki region

Freight turnover by mode in Georgia , 2015

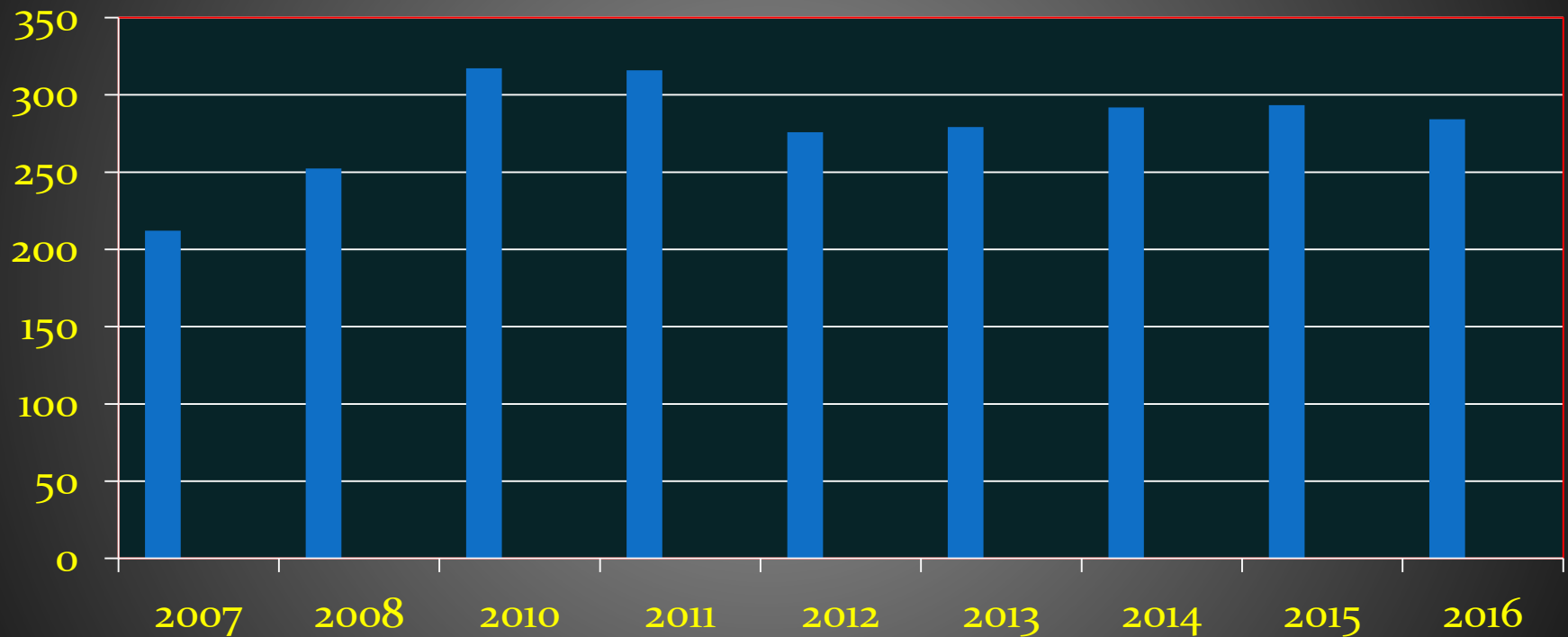


■ Railway: 31.90%
■ Road: 68.10 %
■ air

Evolution of freight haulage volumes ,Georgia, thousand tones

Georgia transport Sector	2008	2009	2010	2011	2012	2013	2014	2015
Air	0.017	0.012	0.015	0.016	0.016	0.017	0.017	0.015
road	27.8	28.2	28.5	28.8	29.1	29.4	29.8	30.1
Rail	21.2	17.1	19.9	20.1	20.1	18.2	16.7	14.1
Total	49.0	45.3	48.4	48.9	49.2	47.6	46.4	44.2

Oil Transportation (mln. barrel)



The Baku-Tbilisi-Ceyhan (BTC) and the Western Route Export Pipeline (WREP) transport oil through the territory of Georgia. The total length of the pipeline is 1.768 km with 249 km in Georgia.

WREP also known as the Baku-Supsa Pipeline which has been in operation since 1999. The length of the WREP is 833 km.

Quantity of cargo handled by marine ports (million tn)

PORT	2008	2009	2010	2011	2012	2013	2014	2015	2016
Poti	8.0	6.1	7.3	7.2	7.5	7.4	8.6	6.8	6.3
Batumi	8.7	7.8	8.0	7.9	7.9	8.3	6.3	5.7	5.6
Kulevi	1.3	2.1	3.4	3.3	2.5	2.1	2.1	2.5	1.6
Supsa marine terminal	0.6	4.2	4.0	3.8	3.9	4.0	4.2	4.2	4.1
TOTAL	18.6	20.2	22.7	22.1	21.8	21.9	21.3	19.2	17.6

Number of trips from Turkey to Central Asia transiting through Georgia

Destination	2012		2013		2014		2015		2016	
	Foreign	Turkish	Foreign	Turkish	Foreign	Turkish	Foreign	Turkish	Foreign	Turkish
Turkmenistan	675	2.705	98	1.530	74	3.157	178	3.983	384	4.230
Kyrgyzstan	307	1.009	211	301	497	714	985	484	621	479
Kazakhstan	102	728	321	1.205	935	2.090	2.193	2.966	2.769	3.908
Tajikistan	112	166	9	45	19	78	45	290	19	60
Uzbekistan	5	30	10	500	72	283	121	283	68	426
Mongolia	0	0	0	1	3	6	0	6	3	1
Total	1.201	4.638	649	3.582	1.600	6.328	3.522	8.012	3.864	9.104
Grand Total	5.839		4.231		7.928		11.534		12.968	
Rate	21%	79%	15%	85%	20%	80%	31%	69%	30%	70%

Facts and Figures on Trucking

- Trucks deliver nearly 70% of all goods in Europe
- Noxious emissions from trucks have been reduced by up to 98% since 1990
- Truck fuel consumption and thus CO₂ emissions have decreased by more than a third since 1970
- Trucks in Europe pay over 100 billion Euros per year in taxes
- Better road infrastructure improves traffic flow and helps preserve the environment
- Trucks are seldom the cause of accidents
- 25 modern trucks make no more noise than one built in 1980
- Most trucks are actually light vehicles

Thank you!

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