Economic Cooperation Organization

17th Transport Sector Coordinating Committee meeting
(Istanbul, 18-20 April 2018)
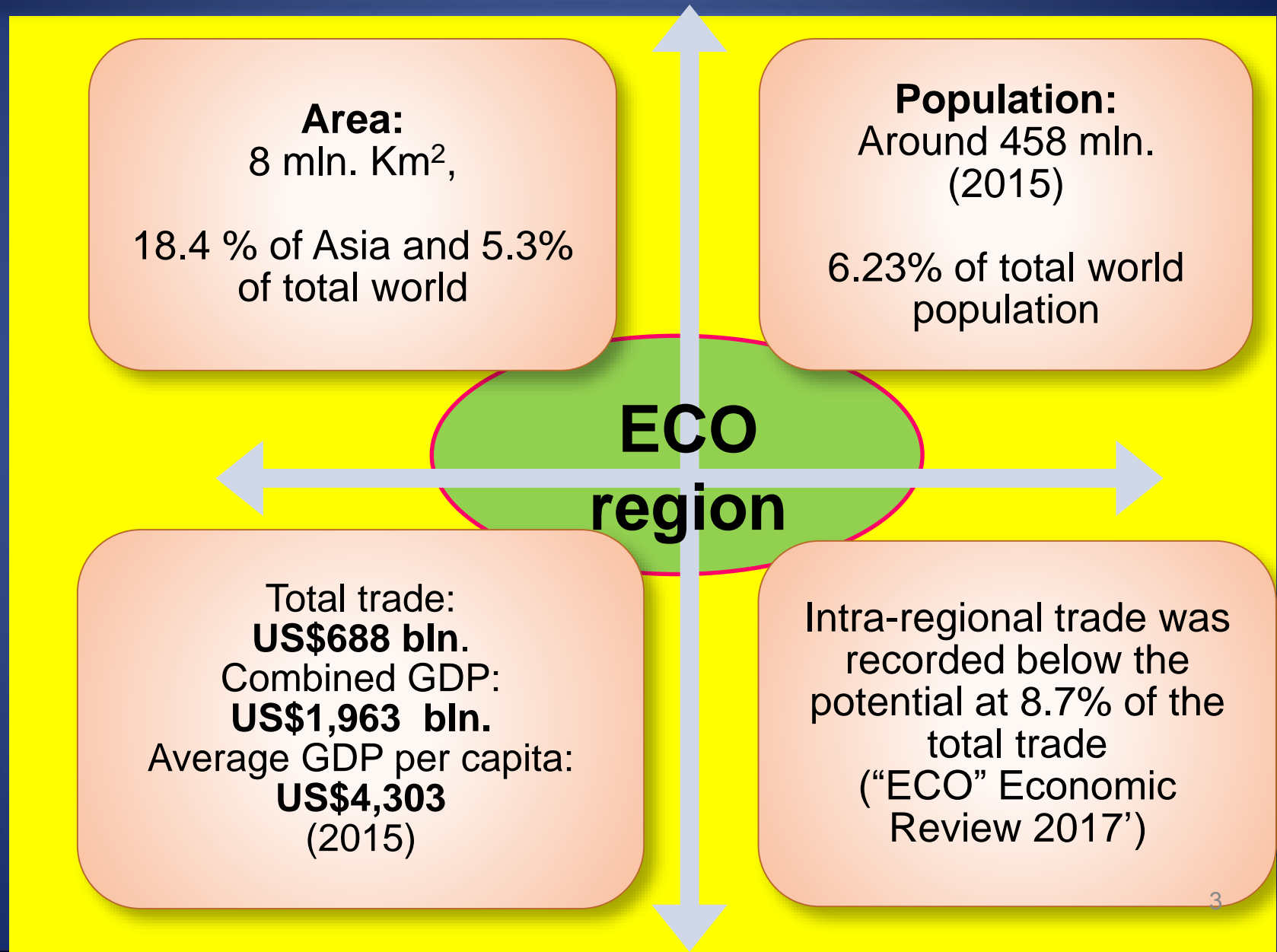
Ahmad Saffari,
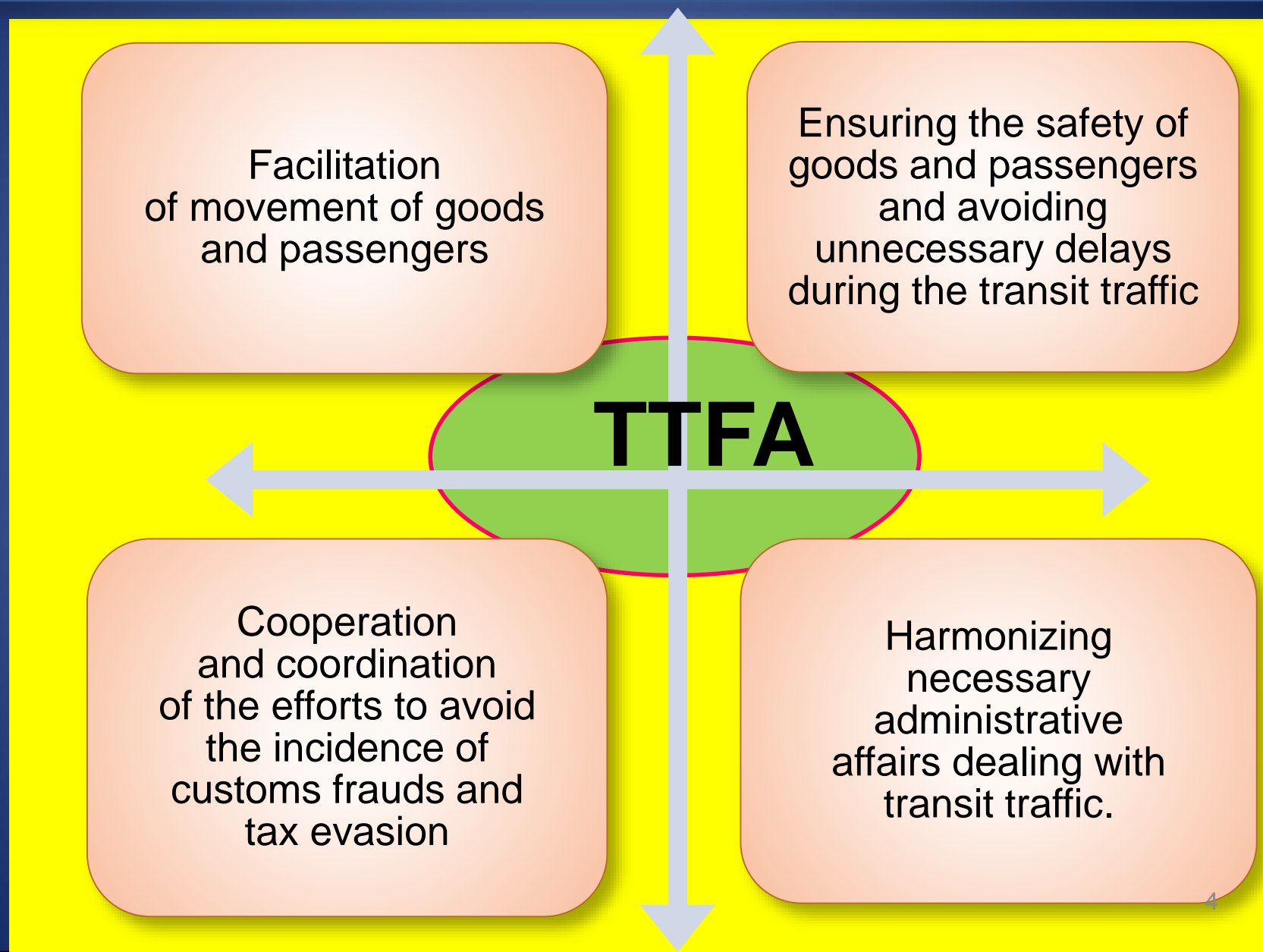ECO Director of Transport and Communications
Email: saffari@eco.int

Introduction

Area:
8 mln. Km^2,

18.4 % of Asia and 5.3% of total world

Population:
Around 458 mln. (2015)

6.23% of total world population

ECO region

Total trade:
US$688 bln.
Combined GDP:
US$1,963 bln.
Average GDP per capita:
US$4,303
(2015)

Intra-regional trade was recorded below the potential at 8.7% of the total trade
("ECO" Economic Review 2017')

Basic facilitation tool

Facilitation
of movement of goods
and passengers

Ensuring the safety of
goods and passengers
and avoiding
unnecessary delays
during the transit traffic

TTFA

Cooperation
and coordination
of the efforts to avoid
the incidence of
customs frauds and
tax evasion

Harmonizing
necessary
administrative
affairs dealing with
transit traffic.

Transport and connectivity are among top priorities of ECO to materialize the enhanced cooperation for economic growth and development in line with ECO Vision 2025

Strategic objective of this cooperation area is to: maximize connectivity, mobility and accessibility by making major ECO transport corridors commercially viable and operational and contribute to achieve goals of information society in the region

Implementation of the ECO Transit Transport Framework Agreement (TTFA) , basic document in the of transport sector, is a key pre-requisite to achieve these goals.

Entered into force in 2006
Eight MSs are Contracting Parties to TTFA.
Turkmenistan is the signatory to TTFA
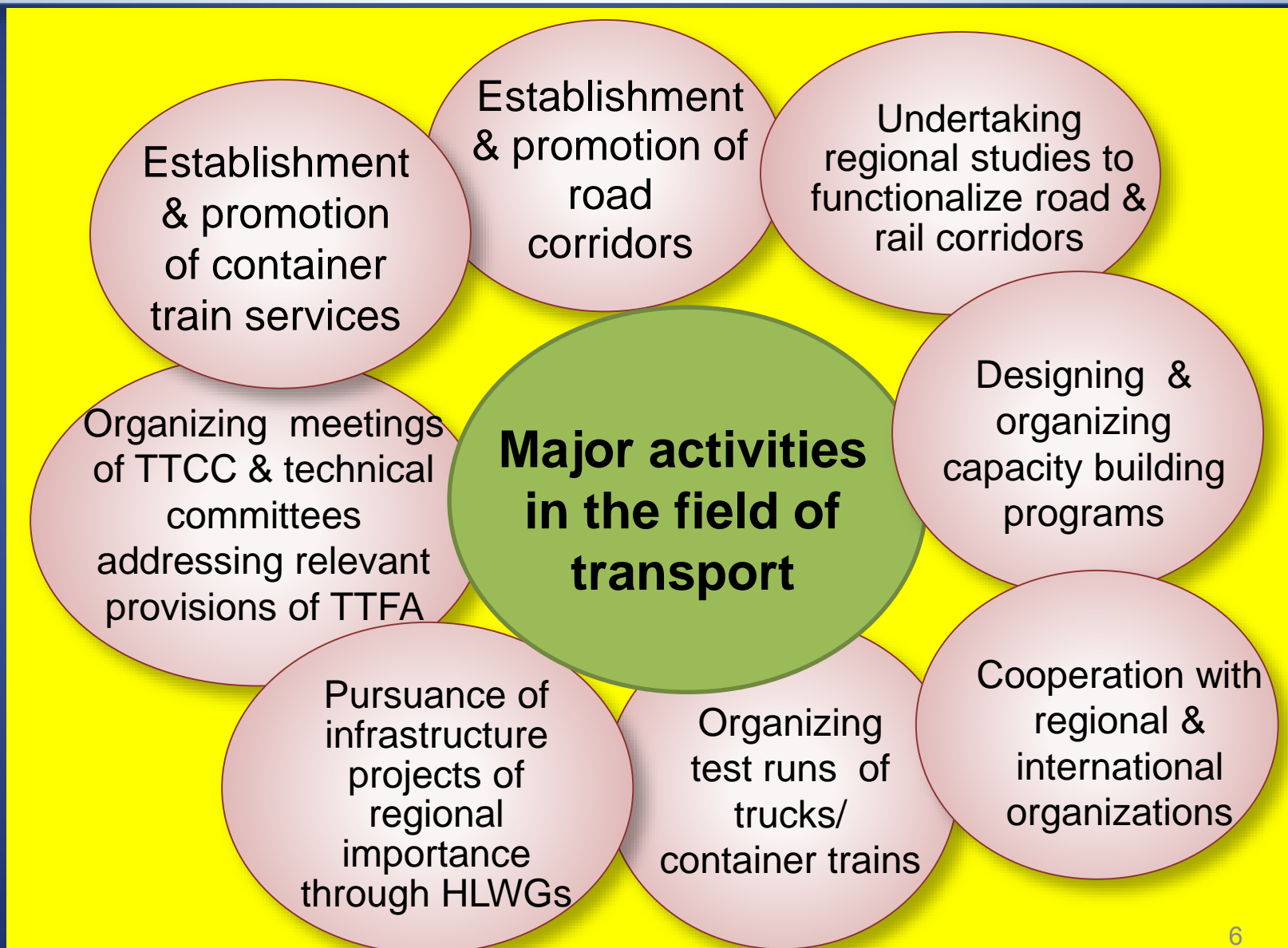

ECO Vision 2025
and
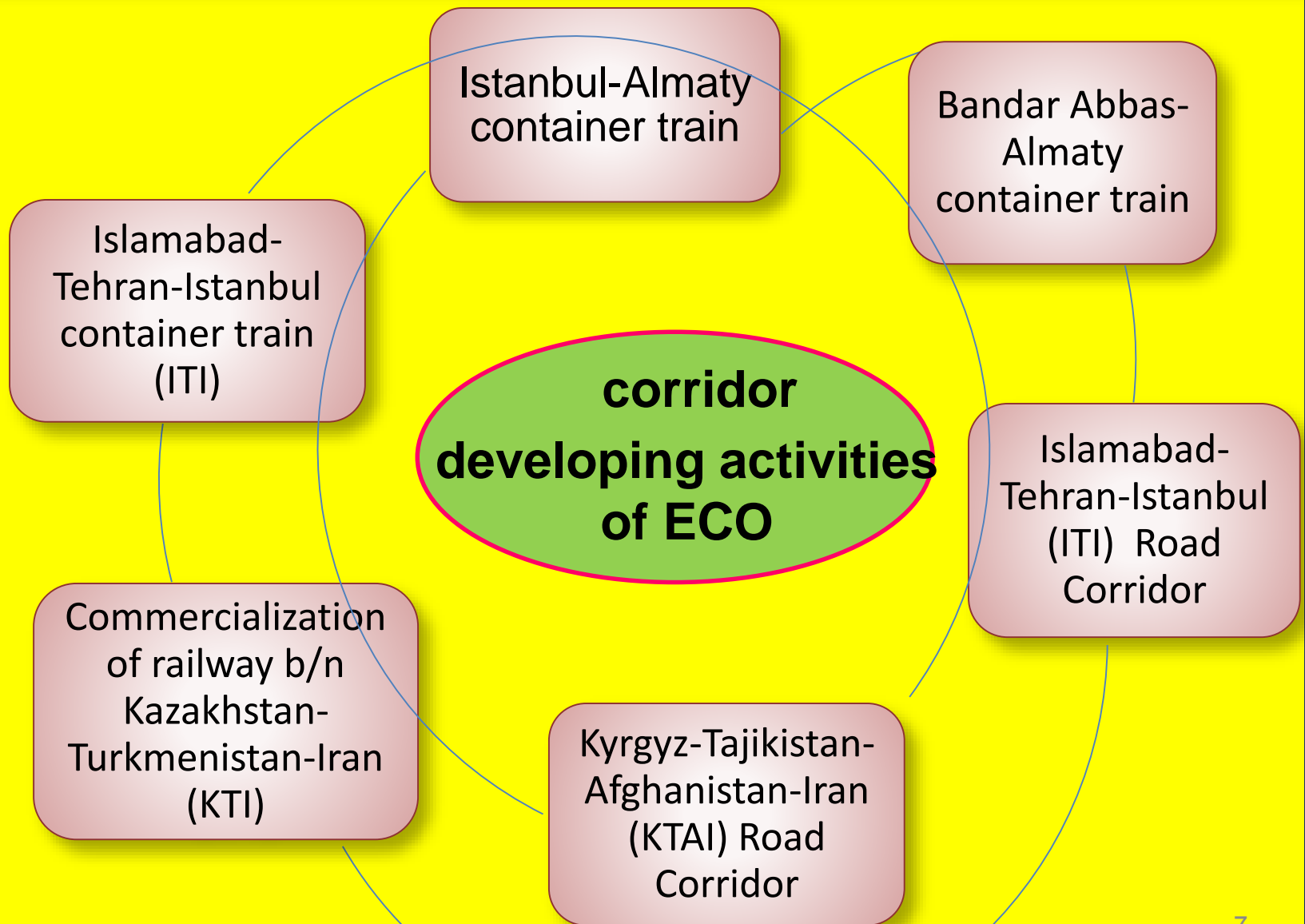Implementation Framework

February 2017

Transit facilitation

Major activities in the field of transport

Establishment & promotion of container train services

Establishment & promotion of road corridors

Undertaking regional studies to functionalize road & rail corridors

Organizing meetings of TTCC & technical committees addressing relevant provisions of TTFA

Designing & organizing capacity building programs

Pursuance of infrastructure projects of regional importance through HLWGs

Organizing test runs of trucks/ container trains

Cooperation with regional & international organizations

Istanbul-Almaty container train

Bandar Abbas-Almaty container train

Islamabad-Tehran-Istanbul container train (ITI)

corridor developing activities of ECO

Islamabad-Tehran-Istanbul (ITI) Road Corridor

Commercialization of railway b/n Kazakhstan-Turkmenistan-Iran (KTI)

Kyrgyz-Tajikistan-Afghanistan-Iran (KTAI) Road Corridor

ECO corridor

RAILWAY NETWORK MAP

This route is the most direct and feasible transport route which can facilitate East-Asian trade with Europe through Central Asia. Total distance of route is 5626 km. The route is operational since 2002. HLWG is following up timetable, tariff and other technical matters to streamline the train services.

ECO Container Train on Bandar Abbas-Almaty Route

ECO corridor

RAILWAY NETWORK MAP

The first demonstration run of the ECO Container Train on Bandar Abbas-Almaty Route (3710 km) was organized on 17 October 2011 from Bandar Abbas.
HLWG is following up timetable, tariff and other technical matters to streamline the train services. Measures are ongoing to mobilize cargos.

ECO corridor

The ECO Container Train on Islamabad-Tehran-Istanbul Route (6543 km) has begun its scheduled and regular operation since August 2010. HLWG agreed on timetable, tariffs, transshipment fees and other technicalities of the train. As of end 2014 the running time is around 14 days. Measures are ongoing to resume the train services. An MoU between Pakistan Railways and TCDD has been signed to commercialize train services along ITI

ECO corridor

The total length of this new railway is around 926 km curtailing the distance of Central Asia with Persian Gulf and Europe, completing North-South Corridor all the way from the enroute countries to Bandar Abbas and Persian Gulf and leading to considerable reduction of transportation costs. About 1,110,000 tons of cargo has been already transported via this route in 2014.

ECO Corridor

The railway between Kazakhstan, Turkmenistan and Iran
was inaugurated on
on 3rd December 2014.
The Project is considered as a major step towards
seamless transit transport connectivity, enhanced transit trade, economic growth
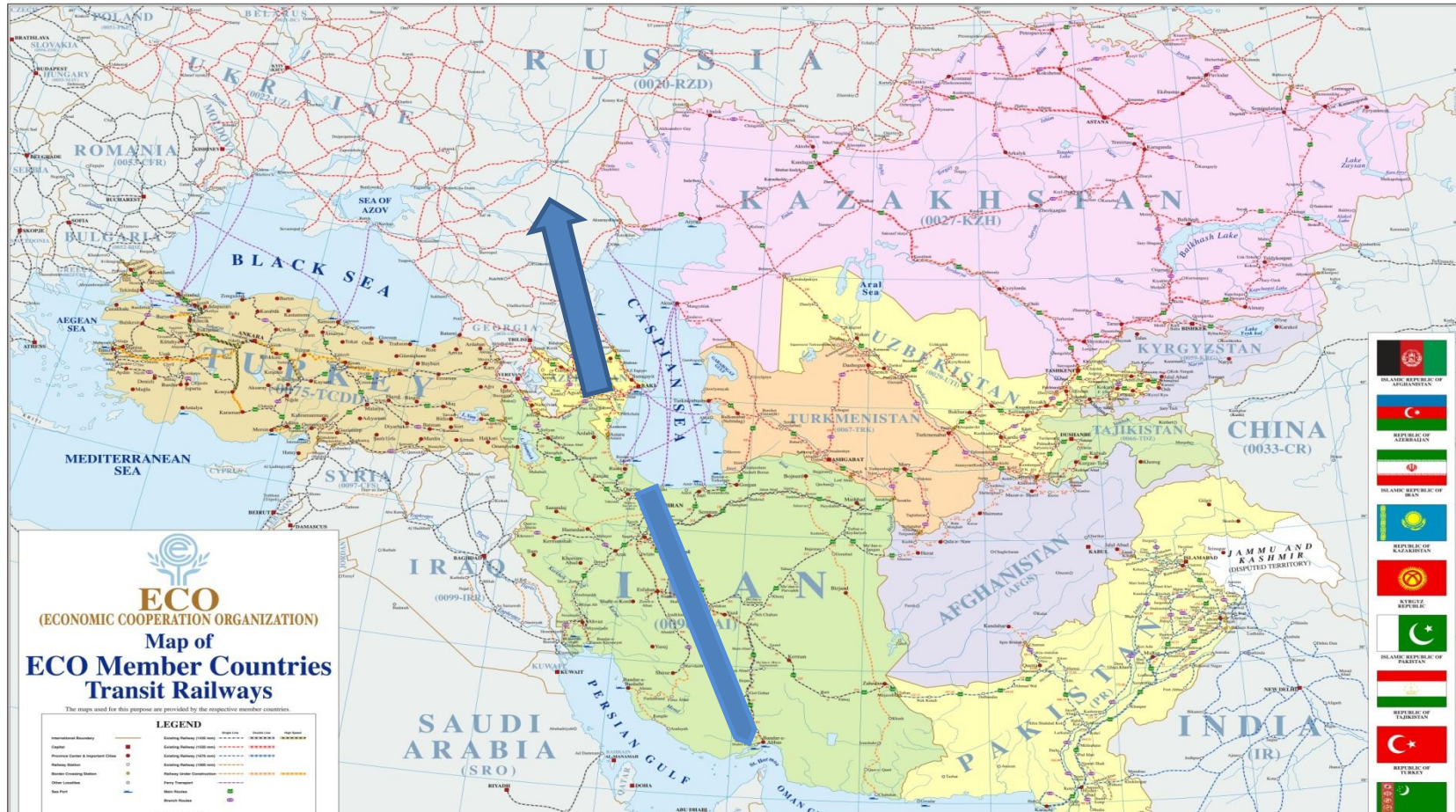and better access for all countries

Discussions are ongoing between the enroute countries regarding unification of tariffs and designing the timetable.

ECO corridor

A significant part of the North-South International Transport Corridor passes through the territory of Russia and runs along Russia's railways from the Finnish border to the Caspian Sea (about 3,000 km), and through western branch of the Corridor between Astrakhan-Makhachkala-Samur and enters Azerbaijan border. an Yalama. The main advantages of the Corridor compared to other routes (via the Suez Canal) is that it reduces the distance for two times and even more and thus considerably reducing costs of transporting containers from Germany or Finland to India.

ECO corridor

The Qazvin-Rasht- Astara (Iran)-Astara (Azerbaijan) Railway Project has three parts. Two parts, namely Qazvin-Rasht and Rasht-Astara with a total length of about 369 km are located in Iran, and one part (less than 10 km) is located in Azerbaijan. Two field visits were organized in 2013 by Iran Railways in collaboration with ECO. In November 2013 representatives of Embassies of the ECO member states and the Embassies of Finland, Norway and Russia were also invited to visit construction sites.

ECO
(ECONOMIC COOPERATION ORGANIZATION)
Map of
ECO Member Countries
Transit Railways

The maps used for this purpose are provided by the respective member countries.

LEGEND

Scale: 1: 4,000,000
1 Centimeter= 40 Kilometers

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This map does not indicate the projects which are under pre-feasibility study or under the survey and design work.

ISLAMIC REPUBLIC OF
AFGHANISTAN

REPUBLIC OF
AZERBAIJAN

ISLAMIC REPUBLIC OF
IRAN

REPUBLIC OF
KAZAKHSTAN

KYRGYZ
REPUBLIC

ISLAMIC REPUBLIC OF
PAKISTAN

REPUBLIC OF
TAJIKISTAN

REPUBLIC OF
TURKEY

TURKMENISTAN

REPUBLIC OF
UZBEKISTAN

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Iranian Railway:

11,000 km existing railway lines

6500 km under construction

It carries annually:

➢ 12 mln. tons of goods out of which
➢ 7.5 mln. for export
➢ 3 mln. tons for import
➢ 1,5 tons for transit

Iran is connected with neighbours
and open seas through

▪ Sarakhs and Inche Borun border with Central Asian countries and China

▪ Jolfa border and rail connection with Azerbaijan (Nakhjavan)

▪ Razi border with Turkey and Europe

▪ Mirjaveh border with Pakistan and Indian subcontinent

▪ Imam Port with open seas

▪ Bandar Abbas with open seas

▪ Amirabad and connection with Caspian Sea

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Regional studies

Regional study

Current situation in each TTFA Contracting Party

Identification of border crossing points of regional/international importance and brief profiles of projects for modernization at selected border points.

Feasibility study

Proposed solutions for implementation of customs related provisions of TTFA. Activities at national & regional levels.

Suggestion of standard models of Customs/border gate on the success stories within and outside the region

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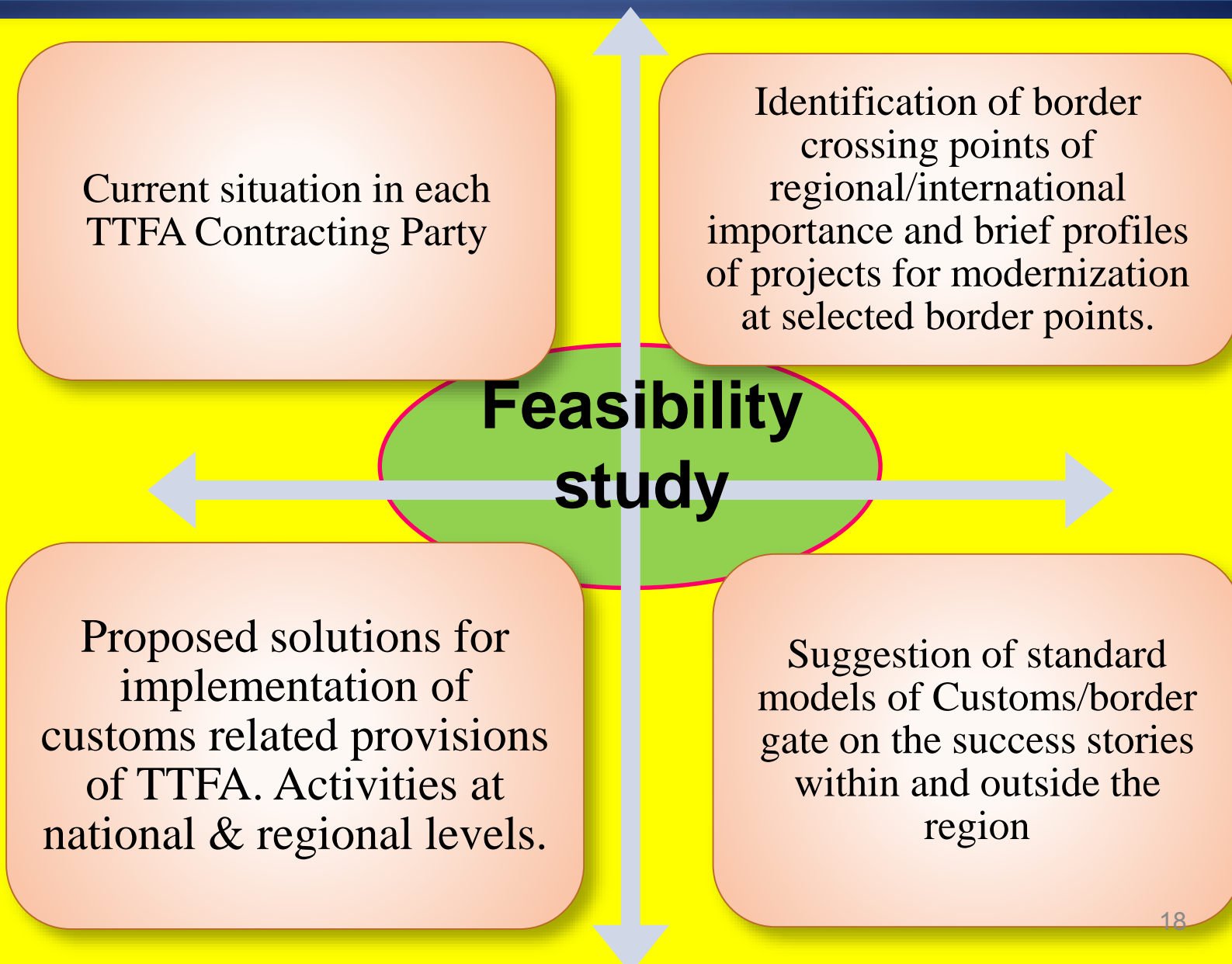
Ragional Study

**Site visits of the consultancy team
to major border crossing points and ports
during March-April 2016:**

1. Kapikule, Turkey , border with Bulgaria
2. Shahid Rajaee, Port of Bandar Abbas city of Iran
3. Dogharoun, Iran border with Afghanistan
4. Sarakhs/ Serakhs, Iran and Turkmenistan
5. Astara/Astara , Iran and Azerbaijan
6. Bazargan/Gurbulak, Iran and Turkey
7. Dostuk, Kyrgyz Republic, border with Uzbekistan
8. Kyzyl Kiya, Kyrgyz Republic , border with Tajikistan
9. Kyzyl-Bel, Kyrgyz Republic, border with Tajikistan
10. Aktau port of Kazakhstan

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Ragional Study

5-year Plan of Action

The Plan of Action is proposed to follow customs modernization through three major components:
(i)   Upgradation/Modernization of existing border crossing points services
(ii)   Improvement of customs-related infrastructure;
(iii)   institutional & legal strengthening.

Accordingly, the Plan of Action is targeted at :

❑ Easing the flow and increasing the volume cargo and services of ECO Member States services
❑ Bringing efficiency and simplification to the Customs related administrative procedures and practices including through conduction of a national single electronic window at all border-crossing points of the ECO Member States;
❑ Harmonization of relevant Customs related regulations exercised at the Member States cross-border points through inter alia facilitating their accession to relevant international instruments including Revised Kyoto Convention on the Simplification and Harmonization of Customs Procedures of the World Customs Organization
❑ Providing a platform for customs information and communication technology (ICT) for integrating into the e-government systems, realizing the interoperability of IT systems and improving on-line coordination of relevant customs related information among Customs authorities of ECO Member States.
❑ Lowering the incidence of corruption and smuggling,
❑ Enhancement of duty and tax revenue collection,
❑ Reducing trade barriers, and improve the environment for investment.

Port of Bandar Abbas

e Port of Bandar Abbas is a gateway for cargoes moving
/from Central Asia from/to nearest sea port. The Port of
ndar Abbas is composed of two complexes, the new port
ea is called Shahid Rajaee port complex, and the older port is
ahid Bahonar.
nsit goods are being cleared at Shahid Rajaee Customs
nsit processing office, located at 65 Km from the port .
new waiting area, about 150 ha, near the port, is planned.
cilities for large container ships are available to berth.
 mln. tons of cargo was recorded to pass to inland area
rough the port in 2015.
e port management system is computerized.
out 700 trucks are carrying transit goods daily from port
ea out of which about 150 by Pakistan and Afghan trucks and
out 550 by Iranian truck.
ucks from Afghanistan and Pakistan are allowed to come to
rt without cargo.
rt processing formalities take about 12-13 hours.
ods exported by the neighboring country through Shahid
jaee is about 300 containers per day.

Sarakhs BCP of Iran with Serakhs/Turkmenistan

- Sarakhs border is a key BCP between Iran and Turkmenistan and other CIS/Central Asian countries to reach Iran and open seas both by road (Port Chabahar) and rail (Port Bandar Abbas).
- About 600 trucks cross the border daily in both directions.
- Turkmen side is accepting only 230 trucks per day, trucks exceeding this number need to wait until next day.
- The existing bridge has limited capacity , one lane and with maximum weight 40 tons.
- Construction of a new bridge is underway to increase capacity of the gate up to 800 trucks per day.
- Large waiting space for trucks is available from Iranian side to resolve this waiting issue.
- Visa procedure/5-days duration visa, penalty in case visa is not extended ($1700), payment for insurance police for 15 days ($75) which may not cover MVTPL if any serious accident , payment of entry fee ($160) as a gate fee if truck enters the capital are major issues recorded by Iranian drivers.
- Physical examination of all trucks and driver's cabin was observed by the consultancy team in the Turkmen side.

Sarakhs BCP of Iran with Serakhs/Turkmenistan

The Sarakhs border is also the key gateway for container trains crossing the border: Istanbul-Almaty and Bandar Abbas-Almaty.

Change of bogie is unavoidable work for international train services due to difference of gauges where CIS gauge of track (1520mm) and European (1435 mm) in the territory of Iran.

The area of station is divided into 3 sets of lines(A,B,C) and is composed of 49 standard gauge lines and 15 broad gauge lines and bogie change line and a place to keep bogies.

The train station needs a wide area for bogie change and it can change bogie of about 50 wagons per day. Each bogie has its unique number and it is kept at railway yard until it is returned to originating country.

In 2014, it was reported 34,050 containers for export and 22,710 for import.

Astara border is a key BCP between Iran and Azerbaijan
to Russia and to reach Bandar Abbas.

customs transit procedure is the similar to all Iranian
, i.e. Integrated Comprehensive Customs system (ICCS)
een developed (2015) and is implemented at all
oms offices of Iran.

nd 80,000 trucks and buses were reported entering and
g yearly basis (daily about 120).

ridge between Iran and Azerbaijan is narrow and not
enough for the trucks and the buses to move in both
tions. Passengers also utilize the bridge. Plans of
truction of a new bridge were reported to improve
age of trucks and passengers.

baijan Customs is empowered to control phytosanitary,
quarantine and veterinary matters.

Customs is also collecting transportation taxes when the
t of truck is exceeding 37 tons, it is 0.15 Euro/ km
ding road maintenance fee. GPS monitoring seal is
ed by Azerbaijan to trace location of trucks.

Bazargan BCP of Iran with Gurbulak/Turkey

BCP is located at the north-west part of the country.

145,826 trucks was reported passing the border by Iranian expert consultant in 2014 whereas 281,926 trucks including export and import were recorded passing Gurbulak by Turkish side where half of them carrying transit goods.

The border crossing facility infrastructure is under construction.

A warehouse for dangerous goods is planned to construct. Truck sanitization is conducted after passport control, it is planned to move sanitization facility to transit processing area.

In Gurbulak Large X ray machine is installed only at exit gate area to Iranian side. Trucks entering from Iran need to go around to reach that area for X-ray examination which causes a definite inconvenience for drivers.

Opening hours of Animal quarantine office is on Mondays from 10 am- 12:00 pm , and Plan quarantine office from 10am-12pm from Monday up to Friday.

Field study on Islamabad-Tehran-Istanbul (ITI) and Kyrgyz-Tajikistan-Afghanistan-Iran (KTAI)
Road Corridors

The objective of the Project:
to promote "management model concept" for the Corridors in order to support efficient freight transport connecting ECO region with the rest of the world through harmonization of procedures and corridor management.

Three approaches have been utilized
to perform the task set by ToRs :
❑Desk research and assessment of available data of international organizations/financial institutions;
❑Analysis of data collected from the national consultants based on templates;
❑Analysis of data/information collected during field visits

Field visits enabled to undertake:
❑Full inspection of the road and roadside infrastructure ;
❑Full inspection of checkpoints (practically all)
❑Interview all participants of the road transport process
During October-December 2017 the consultancy team visited 9 checkpoints.

An interim report on ITI and KTAI Road Corridor
is underway.

A special Methodology has been developed to record such indicators as:

road quality, difficult areas limiting traffic, problems such as pits, rockfalls, etc., and so to fix the intensity of traffic of trucks. To collect this data, the table has been designed which was filled manually and then processed.

Field visits of the consultancy team
to the road segments and BCPs and ports
during October-December 2017:
Iran: Chabahar-Zahedan-Mirjaveh and Mashhad-Dogharoun,
Chabahar port of Iran, Mirjaveh and Serow BCPs
Kyrgyz Republic: Bishkek-Osh and Osh-Karamyk, Karamyk BCP
Tajikistan: Dushanbe-Nizhniy Pyanj, Dushanbe-Jirgetal and Jirgetal BCP
Afghanistan: From Islam Qala– Herat and 80 KM up to construction sites,
Islam Qala *BCP*
Pakistan: port Karachi, Taftan BCP
Turkey: Van-Esendere and Van-Kapikoy, Kapikoy and Esendere BCPs

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PROTOCOL OF ROAD MONITORING
date of study 25.10.2017

Corridor (note):	ITI	[ ]	KTAI	[X]	Route:	BISHKEK (KRG) –OSH (KRG)

number of trucks during the survey **44**   study start time: **7:30**   completion time: **12:30**   break time: 0 hour
number of trucks per hour: **9**

Distance, Km	Баллы за качество / Marks for Road Quality					Особые отметки, Special notes											Придорожные объекты, Roadside facilities							Примечания / Additional Notes
	1	2	3	4	5	P / R	∫ / ∫	↑ / ↑	↓ / ↓	K / S	C / Sn	B / W	H / I	Я / P	У / N	* / *	АЗС / GS	стол / cant.	СТО / TSC	отел / host.	мост / br.	ГАИ / TP	иное / othe	
0	5	5	5	5	5												3	1	1					
5	5	5	5	5	5												2							
11	5	5	5	5	5												1							
18	5	5	5	5	5												1						1	hanging point
21	4	4	4	4																				
26	3	3	3																					
34	5	5	5	5	5																			
40	5	5	5	5	5																			
59	5	5	5	5	5		1		1															
64	5	5	5	5	5		1		1															
66	5	5	5	5	5	1	1		1															
67	5	5	5	5	5		1		1															Karabulak
72	5	5	5	5	5									1									1	V <= 40 km / h
74	4	4	4	4													2	1			1	1		
75	3	3	3			1																		
77	4	4	4	4										1										
78	4	4	4	4																				

Legend: Marks for the quality of the road surface (mark "X" as appropriate):
5 - a new road, the speed of the truck to 80-100 km / h;
4 - a good covering with rare defects, speed of cargo up to 80-100 km /h;
3 - flaws on the road surface require a speed reduction of up to 30-40 km /h;
2 - large pits, it is necessary to go round them or reduce the speed to 10-20 km /h;
1 - flaws restrict movement, in winter special means are needed.

Information about roadside facilities:
GS – gasoline station,
cant.– canteen,
host. – a place to sleep, rest,
TSC – technical service center;
br. – bridge
TP – transport police

R - there is a reconstruction (note "X");
∫ - sharp turns (note "X");
↓ - sharp descent (if it is, specify the information from road sign in %)
↑ - a sharp rise (if it is, specify the information from road sign in %)
S - stones, rock falls (depending on the strength, indicate 1 or 2)
Sn - snow (depending on the strength, indicate 1 or 2)
W - water (depending on the strength, indicate 1 or 2)
I - ice (depending on the strength, indicate 1 or 2)
P - pits (depending on the strength, indicate 1 or 2)
N - narrow, detour is difficult (note "X");
* - other (note "X" and indicate in the explanations)

Dogharoun BCP of Iran with Islam Qala/Afghanistan

...eceived via interview, says that daily about 220 trucks
...he border from Afghan side and f180 from Iranian side.
...ly, from Afghanistan, trucks arrive empty and collect
... Iran, Turkey and and other countries.

... cargoes are carried to Afghanistan mainly by Afghan
... transit cargoes by Iranian trucks.

...rminal has the necessary facilities /services for carrying
...rder, customs and other required formalities and ensuring
...eded passage of goods, including the Truck X-Ray Scanner,
...ary Quarantine and Plant Quarantine venues and others.

...-called transport agencies carry out commercial
...ions. Filling of all documents, including those related to
...s inspection is automated, i.e. electronically.

...ration of route sheets and insurance is carried out on
... forms that have secret protection. For insurance, stickers
...alled coupons) are used, and their use is similar to
...ce bans used in Europe.

...e the availability of a parking, the space is limited to
...modate all trucks. Cost of paring is $12 a night.

...ted 90 km from Zahedan city. The total area of the terminal is ...hou. sq. meters. 10 state organizations are providing services to ...rs and customers. About 100 trucks cross the border daily.

...ing area is at a distance of 5 km from the BCP (private ...pany), the cost of parking $2 per night, usually trucks are ...ing for 2 days.

...principle of working is the same as Dogharoun BCP. The Iranian ...does not trust the certificates (veterinary, phytosanitary, etc.) ...d by the Pakistani side, therefore additional inspection of cargo ...vegetable and animal origin, special services are available at ...checkpoint. There is no exchange of customs information with ...Pakistani side.

...line of buses with Pakistani pilgrims is also an issue of the BCP.
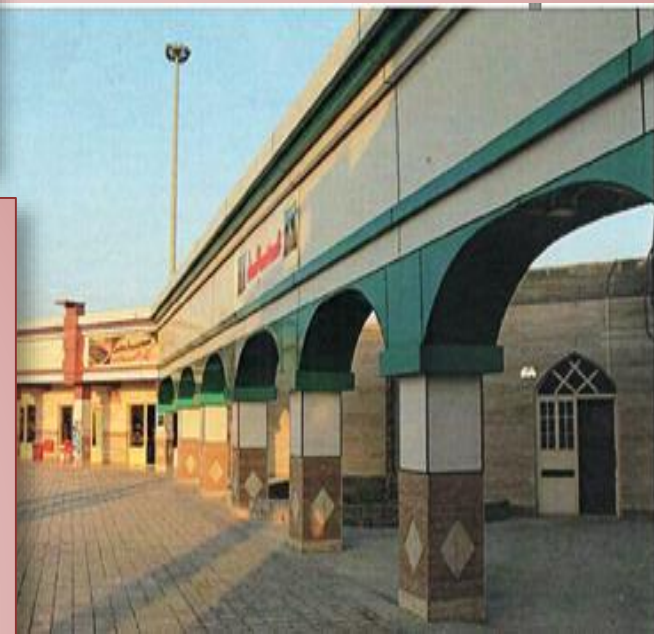
Mirjaveh terminal

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Taftan, logistic centre is on the right, customs

Serow BCP of Iran with Esendere/Turkey

Serow

w border terminal occupies 27 thou. sq. meters and has
s for passport control, halls for passengers, office facilities of
order guard service and customs, customs warehouses. Also
e zone of the checkpoint are buildings of various services,
ding Veterinary Quarantine and Plant Quarantine.

verage, the checkpoint crosses 60-70 trucks a day in both
tions. The peculiarity of this point (and Esendere) is that
gh them the cargo of border trade is delivered to a greater
t.
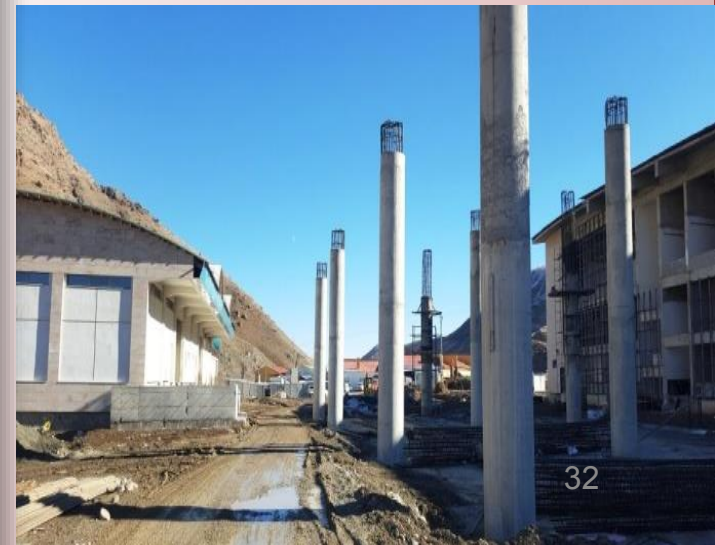
een the checkpoint and the city of Urumia there is a logistics
r, where cars with cargo from Turkey are unloaded. Transit
mainly moves through other checkpoints: Gurbulak-
rgan.

tration of documents at this checkpoint is made as per the
principles at all checkpoints. The exchange of customs
mation with the Turkish side is not carried out.

dere is a modern new terminal, there are places for placing
s, cafes, a recreation area, similar to the Gurbulak
kpoint, but at present the terminal is empty, only the
nal administration is located in it. Perhaps this situation due

Thank You