



UNECE – UNESCAP

4th Expert Group Meeting on Developing Euro-Asian Transport Linkages

(21-24 November 2006, Thessaloniki, Greece)

Draft Summary of conclusions/recommendations

1. The 4th 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 Thessaloniki, Greece, 21-24 November 2006. The Meeting was generously hosted by the Ministry of Transport of Greece. 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 11 countries: Azerbaijan, Bulgaria, China, Georgia, Greece, Kazakhstan, Republic of Moldova, Russian Federation, Romania, Tajikistan, and Ukraine. The Meeting was also attended by a number of international institutions and organizations, including EC, OSCE, EUROPLATFORMS, IRU, and BSEC-BINSA as well as transport operators and Port Authorities. The list of participants is attached as Annex 3.
3. Following intensive discussions on all the items of the agenda, the participants of the Meeting came to the following conclusions:
4. The Meeting considered the Euro-Asian Transport routes maps, which have been elaborated on the basis of the decisions of the 3rd Expert Group Meeting and were distributed to all participating countries. It also considered some modifications proposed by countries and the UNECE and UNESCAP (hereafter called secretariat). Experts provided clarifications on the sections of the rail, road and inland water transport routes. The adopted changes are reflected in Annex 4.
5. The Meeting requested the secretariat to communicate the revised list of selected routes to the National Focal Points of countries which were not present in the meeting seeking their consensus by 15 December 2006. It was agreed that after the expiration of the set deadline the consolidated list of routes will be annexed to the final report and the respective in house study.
6. The Meeting noted that some of the identified EATL routes fall outside the routes covered by the E road network and the E rail network, the Asian Highway network and the Trans-Asian Railway network, and requested the experts to bring these routes to the attention of their respective governments. This would facilitate further discussions with neighbouring countries in order to follow the process and propose the inclusion of these sections in the respective agreements.

7. The Meeting highly appreciated the results of the GIS work and thanked Mr. Galbenu for his contribution. The Meeting agreed that upon collection and processing of the inputs by participating countries, a CD containing the relevant work would be distributed to all National Focal Points. The CD would allow countries to view the respective maps and associated data in a GIS environment for a number of pre-selected layers. At the same time the meeting agreed that the respective set of most important maps be posted on the project's website.
8. The Meeting requested the secretariat to complete the GIS work and include its further development in the follow-up activities of the project in future.
9. The Meeting highly appreciated the results of the prioritisation exercise of investment projects and thanked Professor Tsamboulas (NTUA) for his contribution. National Focal Point of Russian Federation was requested to submit by 15 December 2006, its country inputs for the priority projects to be considered in the final report. The same as above deadline was set for submission of comments by the National Focal Points to the draft report on the prioritisation exercise, which was distributed to the participants (Annex 5).
10. The Meeting recognized that the identified projects could serve as reference from the international perspective and emphasized the importance of national priorities attached by the individual governments.
11. The Meeting agreed that thereafter the revised final report of the work be distributed to the National Focal Points and be included in the in house study.
12. The Meeting agreed that monitoring the implementation of identified priority projects should be among the follow-up activities and encouraged participating countries to implement priority projects along the selected routes. It noted that future tasks of the project could include activities aiming at assisting countries to (a) elaborate national Master Plans (b) consider those national plans into sub-regional and regional context (c) elaborate an interregional infrastructure development strategy along the Euro-Asian transport routes and its funding possibilities and (d) seek funding of priority infrastructure projects including facilitation meetings of donors and International Financial Institutions.
13. The Meeting welcomed the close cooperation of OSCE and UNECE-UNESCAP and in particular OSCE efforts to ensure funding for the continuation of the project in a new Phase II (2007-2010).
14. The Meeting was of view that the development of infrastructure alone will not achieve the objective of ensuring the smooth movement of goods between Europe and Asia and that much work is yet to be done to remove the non-physical obstacles. These obstacles need to be addressed in an integrated manner in consultation with the private sector.
15. The experts from each participating country briefed the meeting on the most significant barriers to the smooth movement of goods including administrative, operational, and legal obstacles that countries face, and highlighted the improvements that have taken place.
16. The Meeting agreed that the UNESCAP time/cost-distance model should be used to identify and isolate the bottlenecks and assessing the success of facilitation measures and the competitiveness of the identified routes with periodic snapshots. In this regard, the

meeting requested the secretariat to send the questionnaire on none physical bottlenecks to focal points that had not received the questionnaire and to also send the relevant templates to enable the focal points to collect the required data. The experts agreed to collect and send the data to the ESCAP secretariat within six weeks after receiving the questionnaire and template.

17. The experts emphasized the role of multilateral and bilateral agreements and national legislation in facilitating the smooth movement of goods on the Euro-Asia links. They noted the international legal instruments developed under the auspices of ECE and the priority international conventions included in ESCAP resolution 48/11 and the proposal to enhance the resolution 48/11.
18. In this regard, the meeting agreed that greater effort is needed to promote international legal instruments in the area of border-crossing facilitation, including accession to them and effective implementation. The Meeting requested the secretariats to work with countries to assess the implications of the international agreements, and the implementation of existing agreements.
19. The Meeting noted the role of the transport and trade facilitation mechanisms at a national level and the need for coordination between the EATL Focal Points and Facilitation bodies. In this regard the Meeting welcomed the national workshops that are being undertaken under the project, with a focus on facilitation mechanisms and legal frameworks.
20. The Meeting welcomed the proposal of the IRU to strengthen cooperation with the project in a new Phase II in particular related with the extension of the monitoring of the border crossing waiting times along main Euro-Asian routes, accessible to all those concerned.
21. The Meeting discussed the first draft of the in-house study on developing Euro-Asian transport links elaborated by the secretariat as well as the draft conclusions and recommendations. It was agreed that the recommendations of the study should include the following points:
 - the extension of the project into the new Phase II (2007-2010) is essential to ensure the continuity and sustainability of the results achieved so far;
 - the widening of the geographical coverage in the Phase II to include more countries from Europe and Asia. This would facilitate the identification of complete Euro-Asian routes along the Euro-Asian axis;
 - in order to implement the Phase II of the project, government, international financial institutions and other potential donors have to provide the necessary funding;
 - the results of the in-house study should be widely disseminated among international organizations and governments. This would allow the appropriate intergovernmental bodies in the UNECE and UNESCAP as well as concerned governments or other relevant bodies to make the best use of the results;
 - promote and disseminate information on the project at high level conferences and other appropriate fora.

22. The Meeting agreed that in the Phase II the project should focus on the following points:
- Setting up the appropriate mechanism for ensuring coordination and monitoring of the development of the Euro-Asian links as well as active involvement and cooperation of the countries and other bodies concerned;
 - Further assessment and prioritization of transport infrastructure projects along the main Euro-Asian transport links;
 - Further development and regular updating of the GIS data base;
 - Identifying, isolating and addressing the obstacles that hamper the smooth movement of goods along the Euro-Asian linkages;
 - Improving the performance of border crossing operations along the Euro-Asian linkages;
 - Promoting the harmonization of transport legislation and administrative procedures for the development of international transport operations along the main Euro-Asian transport routes;
 - Preparing recommendations for further actions based on lessons;
 - Disseminating widely relevant information.
23. The Meeting identified a number of activities that could be considered “best practices” on developing transport infrastructure and facilitation of international transport in Europe and Asia. These include:
- the TEM and TER projects and their Master Plan
 - the EU High Level Group
 - the UNESCAP time/cost-distance methodology
 - the development of freight villages concept
 - the IRU and TER project border crossing monitoring activities
 - the co-financing of the development and upgrading of AH network
 - demonstration runs of container block trains
24. The Meeting agreed that the National Focal Points within one month from the receipt of the final draft on the in-house study would communicate their comments to the secretariat in order to be considered in the final report.
25. The meeting discussed the lessons learned from the implementation of the project. The following points were cited as among the basic elements of success:
- the nomination of the National Focal Points by the Governments involved;
 - the submission of country reports based on uniform questionnaires;
 - the willingness of the countries to cooperate;
 - the organization of the expert group meetings kindly hosted by governments;
 - the use of expertise provided by external consultants for the implementation of specific tasks;
 - the GIS work and the project prioritization exercise;
 - the organization of national workshops in the framework of capacity building activities of the project.

26. Furthermore the meeting identified problems encountered. These include:
- late nomination of national focal points by some participating countries;
 - incomplete submission of data by some countries;
 - delays in the provision of expected country inputs from some countries.
27. The meeting discussed the best use of the results and experience from the implementation of the project. It felt that for both, infrastructure and facilitation exercises it is recommended that the project results should be brought to the attention of the appropriate bodies in the ECE and ESCAP for consideration of possible follow up actions in the framework of their normal legislative and normative work.
28. The Meeting discussed the establishment of a suitable mechanism for ensuring efficient coordination and monitoring of activities related to Euro-Asian links on the basis of the Expert Group established under the project. It felt that the existing Expert Group is well equipped to continue and further develop the work that has already been accomplished in this respect and that the continuation of this Group would ensure the necessary sustainability and momentum of this activity. It recommended that the project would ensure the necessary sustainability and momentum of this activity.
29. The Meeting also recommended that a formal letter from ECE/ESCAP be addressed to the Governments of the involved countries announcing the continuation of the exercise and asking for the renewal of the mandate to the designated National Focal Points to continue the work for the period 2007-2010. The meeting also recommended that the respective Governments be requested to designate an alternate person who could assist the work of the National Focal Point and substitute the National Focal Point in case needed.
30. The Meeting expressed its appreciation to the Ministry of Transport and Communications of Greece and the Greek Government for its warm hospitality and efficient organization in hosting the Meeting, as well as Thessaloniki Port Authority, Egnatia Odos, and Superfast Ferries for hosting a number of side events

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Annex 4

SELECTED EURO-ASIAN RAIL, ROAD AND INLAND WATER TRANSPORT ROUTES AND INLAND RIVER PORTS FOR FURTHER DEVELOPMENT AND COOPERATION

RAIL ROUTES

		Comment	AGC	TAR¹
1.	Brest - Minsk - Moscow – Nizhniy Novgorod – Perm - Yekaterinburg - Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochny (Port)	PETC 2; OSJD 1	E20	Y
1.a.	Buslovskaya – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E10, E20	Y1
1.b.	Mostiska/ Chop - Lvov – Moscow	PETC 5, 9; OSJD3	E30, E95	N
1.c.	Tavshet – Irkutsk – Ulan Ude – Naushki – <i>Border with Mongolia</i>		N	Y
1.d.	Karimskaya – Zabaykalsk – <i>Border with China</i>		N	Y
1.e.	Kaliningrad – (<i>Lithuania</i>) – Minsk		N	NA
1.f.	Novosibirsk – Lokot – Aktogai		N	Y
2.	Brest - Minsk - Moscow - Yekaterinburg – Kurgan - Astana - Drujba - <i>Urumqi - Lianyungang (Port)/Shanghai (Port)</i>	PETC 2; OSJD 1	E20, E24	Y
2.a.	Buslovskaya – St. Petersburg (Port) –Moscow - Yekaterinburg	PETC 9; OSJD 16	E10, E20	Y
2.b.	Kaliningrad – (<i>Lithuania</i>) – Minsk		N	NA
2.c.	Ekaterinburg – Chelyabinsk – Taranovskaya – Zaayatskaya – Tobol – Astana		N	Y
3.	Curtici – Arad – Bucharest – Constanta (Port) – Poti/Batumi (Port) – Tbilisi – Baku (Port) – Aktau (Port) – Beineu – Nukus – Uchkuduk – Navoi – Tashkent – Shymkent – Almaty – Dostyk – <i>Alataw Shankou – Lianyungang (Port)/Shanghai (Port)</i>	PETC 4, TRACECA; OSJD 6a, 8, 10, 2, 5	E54, E562, E60, E50	Y
3.a.	Baku (Port) – Turkmenbashi (Port) – Ashgabat – Chardzhou – Bukhara – Navoi	TRACECA; OSJD 10	E60	Y
3.b.	Tbilisi – Sadakhlo – Gyumri - Yerevan - Gavar – Meghri – Nourdouz – Jolfa (Yerevan - Gavar – Meghri – Nourdouz – Jolfa under study)	TRACECA	E692	Y
3.c.	Balychi - Bishkek – Lugovaya	TRACECA	NA	Y
3.d.	Tashkent – Kanibadam – Andizhan - Jalalabad – Turugart – <i>Kashi – Urumqi</i> (Jalalabad – Turugart – Kashi section under construction)	TRACECA	E696	Y
3.f.	Dushanbe – Termez – [<i>Turkmenistan</i>] - Bukhara	TRACECA	E695	Y

		Comment	AGC	TAR ¹
3.g.	Mersin (Port) / Iskenderun (Port) – Malatya – Dogukapi – Gyumri – Sadakhlo – Tbilisi	TRACECA	E70, E692, E97	Y
3.h.	Ungheni - Chisinau – Bendery - Kuchurgan – Rozdil’na – Odessa (Port) / Ilyichevsk (Port) – Poti/Batumi (Port)	TRACECA; OSJD 5a, 7	E95	NA
3.i.	Border with FYROM - Sofia – Pleven – Varna (Port) – Poti/Batumi (Port)	PETC 8	E680	NA
3.j.	Curtici – Arad – Timisoara – Craiova – Bucharest – Giurgiu – Russe – Kaspichan – Varna (Port) – Poti/Batumi (Port)	PETC 10, 8	E66, E56, E95, E660, E680	NA
3.k.	Dragoman – Sofia – Gorna – Burgas (Port) – Poti/Batumi (Port)		E70, E720	NA
3.l.	Ungheni – Iasi – Bucharest – Giurgiu		E95	NA
3.m.	Bukhara – Karshi – [Turkmenistan] - Termez – Kurgan- T’ube – Kul’ab	TRACECA	E695	Y
3.n.	Kars – Akhalkalaki - Tbilisi (Kars – Akhalkalaki section under construction)		E692	Y
3.o.	Tashkent – Angren – Pap – Andijan (Angren – Pap section under construction)		E696	Y
3.p.	Chisinau – Revaca – Cainari – Giurgiulesti (river port) – Galati (port)		E95, E560	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	E70, E60, E50	Y
4.a.	Mersin (Port) / Iskenderun (Port) – Malatya		E97	Y
4.b.	Ilyichevsk (Port) - Samsun (Port) – Kalin – Sivas – Bostankaya (<i>rail ferry planned</i>)	TRACECA	E97, E70	Y
4.c.	Tehran – Qom – Meybod – Yazd – Bafgh – Kerman – Zahedan – Mirjaveh – <i>Koh-i-Taftan (Border with Pakistan)</i> (Kerman – Zahedan under construction).		NA	Y
4.d.	Izmir (Port) – Balikesir – Eskisehir		E74	Y
4.e.	Izmir (Port) – Usak – Afyon – Yenice – Mersin (Port)/ Iskenderun (Port)		E97	N
4.f.	Pehlivankoy – Uzun-kopru – <i>Border with Greece</i>		NA	NA
4.g.	Ilychevsk (Port) – Derince (Port) - Izmit			NA
4.h.	Constanta (Port) – Derince (Port) – Izmit			NA
4.i.	Constanta (Port) – Samsun (Port) (<i>rail ferry planned</i>)			NA
5.	Buslovskaya - St. Petersburg (Port) – Volgograd – Astrakhan (Port) – Alya (Port) - Anzali (Port) – Rasht	PETC 9; OSJD 11	E10, E99, E50	Y

		Comment	AGC	TAR ¹
	– Qazvin - Tehran – Qom – Meybod – Bafgh – Bandar Abbas (Port) (Anzali - Rasht – Qazvin section under construction)			
5.a.	Astrakhan (Port) – Alya (Port) – Amirabad (Port) – Garmsar – Tehran		NA	Y
5.b.	Astrakhan (Port) – Samur – Yalama - Baku – Astara (Azerbaijan) – Astara (Iran) – Rasht (Astara – Astara – Rasht section under study)	OSJD 11	E60, E694	Y
5.c.	Astrakhan (Port) – Askarayskaya – Ganyuchikino – Makat – Beineu – Nukus – Uchkuduk – Bukhara – Chardzhou – Sarahs - Sarakhs – Mashhad – Bafgh	TRACECA	E50, E597	Y
5.d.	Alya (Port) – Aktau (Port) – Beineu		E597	Y
5.e.	Tehran – Qom – Arak – Ahvaz - Bandar Emam (Port)		NA	Y
5.f.	Tehran – Kashan – Badrud - Esfahan – Shiraz – Bushehr (Port) (Esfahan – Shiraz – Bushehr planned)		NA	Y
5.g.	Bafgh – Kerman – Fahraj – Chabahar (Port) (Fahraj – Chabahar planned)		NA	Y
5.h.	Murmansk (Port) – St. Petersburg		NA	N
6.	Mostiska/ Chop/Yagudin - Lvov – Kiev – Kharkov – Liski – Samara – Ufa – Kurgan – Omsk - Novosibirsk - Ulan Ude - Karimskaya – Vladivostock (Port)/Vostochny (Port)	PETC 3, 5	E30, E24	Y
6.a.	Chisinau – Bender – Rozdil’na – Zhmerynka	PETC 9	E95,	NA
6.b.	Tavshet – Irkutsk – Ulan Ude – Naushki – <i>Border with Mongolia</i>		E20	Y
6.c.	Karimskaya – Zabaykalsk – <i>Border with China</i>		NA	Y
6.d.	Aktau (port) – Beyneu - Makat - Kandagach – Nikeltay – Chelyabinsk	TRACECA	E30, E50, E597	T
7.	Mostiska/ Chop - 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	E30, E50, E593, E597	Y
8.	Mostiska/ Chop - Lvov – Fastov – Krasnoarmelsk – Kvashino – Uspenskaya – Rostav-na-Donu – Veseloe – Gandiadi – Senaki – Tbilisi – Alyat – Astara (Azerbaijan) – Astara (Iran) (Astara – Astara section under construction)	PETC 3, 5; TRACECA	E30, E50, E593, E99, E60	Y
8.a.	Tbilisi – Gyumri – Yerevan	TRACECA	E694	Y
8.b.	Kaliningrad (Port) – (<i>Lithuania</i>) – Minsk – Gornosaivka – Nizhyn – Kiev		E95	NA
8.c.	Kafkas (Port) – Novorossysk (Port) – Krasnodar		E99	Y

		Comment	AGC	TAR¹
8.d.	Varna (Port) - Novorossysk (Port) – Poti/Batumi (Port)		NA	N
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	E10, E24, E30, E50, E695	Y
9.a.	Ryazan - Aksarayskaya – Makat – Karakalpakiya – Uchkuduk – Navoi – Bukhara	TRACECA	E50, E597	Y
9.b.	Rostov-na-Donu – Volgograd – Baskunchak - Aksarayskaya		E99, E50	Y
9.c.	Bukhara – Karshi – Tashguzar – Baysun - Kumchurgan – Sariacia – Dushanbe – Vaghdad (Tashguzar – Baysun – Kumchurgan section under construction)		E695	Y

Notes:

1. The Intergovernmental Agreement on the Trans-Asian Railway was adopted in 2005 and signed by 18 countries in 2006. It is now open for signature and accession by ESCAP member countries. Those sections which are in the Agreement will be indicated.
2. Italicized sections are located in countries who are not participating in the project or where countries have not confirmed inclusion.
3. Numbering is indicative only.

ROAD ROUTES

		AGR	AH
1.	Torfyanyovka - St. Petersburg (Port)– Moscow – Nizhniy Novgorod – Ekaterinburg – Omsk – Novosibirsk – Krasnoyarsk – Irkutsk – Ulan Ude – Chita – Belogorsk – Khabarovsk – Ussuriysk - Vladivostock (Port)/Vostochny (Port)/Nahodka (Port)	E105, E22	AH8 AH6 AH30
1.a.	Brest – Minsk – Moscow	E85,E30	AH6
1.b.	Mostiska/Chop – Lvov – Kiev – Moscow	E40, E101	NA
1.c.	Moscow – Yaroslavl – Vologda – Archangelsk (Port)	E115	NA
1.d.	Semipalatinsk – Novossibirsk	N	N
2.	Brest – Minsk - Moscow – Nizhniy Novgorod – Ufa - Chelyabinsk – Kurgan – Petropavlovsk – Astana – Almaty – Khorgos – Jinghe – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E85, E30, E125	AH6, AH64, AH7 AH60
2.a.	Torfyanyovka – St. Petersburg – Moscow	E18, E105	AH8
2.b.	Petropavlovsk – Omsk – Pavlodar – Semipalatinsk – Georgievka – Taskesken – Ucharal – Dostyk – Alatawshankou – Kuitun – Urumqi	E127	AH60, AH68, AH 5
2.c.	Moscow - Samara – Uralsk – Aktobe – Dossor – Makat – Beyneu – Nukus – Navoi – Tashkent – Almaty	E121, E38	AH 60, AH63, AH61
2.d.	Chelyabinsk – Kaerak – Kostani – Astana	E123, E016	AH7
2.e.	Archangelsk – Perm – Yekaterinburg – Kurgan – Petropavlovsk	N	N
3.	Mostiska - Lvov – Kiev – Guktov – Kursk – Saratov – Ozinki - Uralsk – Aktyubinsk – Karabutsk – Aralsk – Kyzylorda – Shymkent – Almaty – Khorgos – Jinghe – Urumqi – Xi’an – Lianyungang (Port) / Shanghai (Port)	E40, E95, E101, E38	AH61
3.a.	Chop – Uzhgorod – Mukacevo – Stryei – Lvov – Kiev – Kharkov – Kamensk – Shahtinskiy – Volgograd – Astrakhan – Atyrau – Beyneu – Nukus – Bukhara – Navoi - Samarkand – Tashkent – Shymkent	E40	AH70, AH8, AH63, AH5
3.b.	Yagodyn – Kovel – Sarny – Kiev	E373	NA
3.c.	Kaliningrad (Port) - Tolpaki – Nesterov – (Lithuania) - Minsk – Gomel – Kiev	E28, E271, E95	NA
3.d.	Mostiska/Chop – Uzhgorod – Mukacevo – Stryei – Ternopol – Khmelnytsky – Vinnitza – Uman – Kirovograd – Dnepropetrovsk – Donetsk – Rostov-na-Donu – Armavir – Mineralijnie Vodi – Vladikavkaz – (Tbilisi) - Makhachkala (Port) – Aktau (Port) – Beyneu	E50 E121	AH70
3.e.	Rostov-na-Donu – Krasnodar – Novorossiysk (Port) – Kafkas (Port) – Samsun (Port) / Poti/Batumi (Port) / Burgas (Port)	E115, E97	NA
3.f.	Sofia – Ponvica – Stara Zagora – Bureas (Port) – Kafkas	E773	NA

		AGR	AH
	(Port) – Novorossysk (Port) – Poti/Batumi (Port)		
4.	Nadlag - 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)	E68, E60, E121, E40, E60	AH5, AH70, AH63, AH62
4.a.	Tbilisi – Sadakho – Yerevan – Eraskh – Goris – Kapan – Megri – (Agarak) – Nourdouz – Jolfa (Iran)– Eyvoghli	E117	AH82
4.b.	Ruse – Giurgiu – Bucharest – Urziceni – Marasesti – Albita – Leucheni – Chisinau – Odessa (Port) – Poti/Batumi (Port)	E85, E581, E58	NA
4.c.	Kiev – Odessa (Port) / Ilyichevsk (Port) – Poti/Batumi (Port)	E95	NA
4.d.	Sofia – Pleven – Ruse – Varna (Port) – Poti/Batumi (Port)	E79, E83, E85, E70	NA
4.e.	Merzifon – Samsun (Port) – Trabzon (Port) - Sarp (Turkey) – Sarpi (Georgia) – Batumi (Port) – Poti (Port)	E95, E70	AH5
4.f.	Baku (Port) - Turkmenbashi (Port) – Ashgabat – Mary – Bukhara	E60	AH5
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	E70	AH5
4.k.	Chisinau - Giurgiulesti (river port)	E584	NA
4.l.	Gyumri – Erzurum	E691	NA
4.m.	Odessa (Port) / Ilyichevsk (Port) - Samsun (port) / Trabzon (port)	NA	NA
4.n.	Samsun (Port) / Trabzon (Port) — Poti/Batumi (Port)	NA	NA
4.o.	Djulfa (Azerbaijan) – Nakhichevan – Sadarak – Border with Turkey - Igdır (Turkey)	N	N
5.	Border with Serbia Montenegro/FYR of Macedonia - Sofia – Kapikule – Istanbul – (Haydarpassa 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)	E80	AH1, AH5, AH85, 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	E70, E79	NA

		AGR	AH
5.c.	Istanbul – Silivri – Kesan – <i>Kipi – Alexandroupolis (port) – Kommotini – Xanthi – Kavala (port) – Thessaloniki (port) – Veria – Metsovo – Igoumenitsa (port)</i>	E90, E84	NA
5.d.	Kiev – Uman - Odessa (Port) / Ilyichevsk (Port) – Samsun (Port) - Merzifon	E95	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) – Haydarpasa (Port)	NA	NA
5.j.	Ilyichevsk (Port) – Derince (Port)	NA	NA
5.k.	Tashkent – Aybek – Kodjent – Andarkhan – Kokand	E006	N
6.	Torfyonovka - St. Petersburg – Moscow – Volgograd – Astrakhan/Alya (Port) – Anzali (Port) – Qazvin - Tehran – Bandar Abbas (Port)	E105, E119, E40	AH8, AH1, AH2, AH70
6.a.	Astrakhan (Port) – Alya (Port) – Samur – Yalama - Baku (Port) – Astara (Azerbaijan) – Astara (Iran) – Qazvin – Tehran	E119	AH8
6.b.	Astrakhan (Port) – Amirabad (Port) – Sari	NA	AH70
6.c.	Astrakhan (Port) – Alya (Port) – Aktau (Port) – Beineu	E121	AH70
6.d.	Qazvin – Saveh – Ahvaz – Bandar Emam (Port)	NA	AH8
6.e.	Tehran – Qom – Esfahan – Shiraz – Bushehr (Port)	NA	AH72
6.f.	Eserdar – Guduroolum – Inche Boroun – Gorgan – Sari – Semnan – Damghan – Yazd – Anar – Bandar Abbas (Port)	E 121	AH70
6.g.	Astrakhan – Atyrau (Port) – Makat – Beyneu – Aktau (Port) - Turkmenbashi (Port) – Ashgabat – Tegen – Saras – Sarakhs – Mashhad – Birjand – Nehbandan – Dastak – Zahedan – Chabahar (Port)	E40, E121, E60	AH70, AH5, AH75
7.	Murmansk (Port) - Petrozavodsk – St. Petersburg (Port)– Pskov – Ostrov – Gomel – Kiev – Odessa (Port) / Ilyichevsk (Port)	E105, E95	NA

Notes:

1. Italicized sections are located in countries who are not participating in the project or have not confirmed inclusion.
2. Numbering is indicative only.

INLAND WATER TRANSPORT LINKAGES

	Country	From – To	E- Number or other int'l 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	Moldova	Prut river from the mouth to Ungheni (0 - 559 km)	E 80-07
4	Moldova	Dniester river from the port Belgorod-Dnestrovsky (Ukraine) to Bender (0 - 667 km)	E 90-03
5	Romania	Danube km. 1.075 – km. 863	Corridor VII E-80
6	Romania	Danube km. 863 - km. 175	Corridor VII E-80
7	Romania	Danube km. 175 - Mm. 0	Corridor VII E-80
8	Romania	Danube – Black Sea Canal	E-80-14
9	Romania	Poarta Alba – Midia – Navodari Canal	E-80-14-01
10	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
11	Russian Federation	(Rybinsk) - Moskva - Riazan – Nizkhniy Novgorod (includes Kanal im. Moskvi)	NSW, E-50-02
12	Russian Federation	Azov - Rostov-na-Donu - Oust-Donetsk - Krasnoarmeysk – Astrakhan (port) – Caspian Sea	NSW4, NSW, E-90
13	Turkey	Lake Van (Tatvan – Van)	
14	Ukraine	Route №9 Dniپر river (on regulate condition)	E-40
15	Ukraine	River Danube, border between Ukraine/Moldova - cape Izmailskii Chatal	E – 80
16	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) , Dniester, 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	Turkey	Tatvan Port (rail ferry port on Lake Van)
32	Turkey	Van Port (rail ferry port on Lake Van)
33	Ukraine	Reni (P 80-63) Danube, 128 km Danube
34	Ukraine	Izmail (P 80-09-01), Danube-Kilia Arm, km 93
35	Ukraine	Kiliia (P 80-09-02), Danube-Kilia Arm, km, 48
36	Ukraine	Ust'-Dunaisk (P 80-09-03), Danube-Kilia Arm, km 1.0
37	Ukraine	Belhorod-Dnestrovskii (P 90-03-01), Dnestrovskii Liman, Black sea
39	Ukraine	Kherson (P 40-12), Dniper, km 28
40	Ukraine	Kiev River Port

No	Country	Name and Location
41	Ukraine	Odessa River Port, Black Sea
42	Ukraine	Cherkassy river port (P 40-06), Dniper, km 653
43	Ukraine	Kremechuk river port (P 40-07), Dniper, km 541
44	Ukraine	Dneprodzerzhinsk river port (P 40-08), Dniper, km 429
45	Ukraine	Dnepropetrovsk river port (P 40-09), Dniper, km 393
46	Ukraine	Zaporizhya river port Stock insurer company «Ukrrechflot» (P 40-10), Dniper, km 308
47	Ukraine	Nova Kakhovka river port (P 40-11), Dniper, km 96
48	Ukraine	Khersonskii river port, Stock insurer company «Ukrrechflot» Dniper, km ...

Notes:

1. Numbering is for reference only. Where relevant, references to the International Agreement on Inland Waterways of International Importance (AGN) are indicated.