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**ACTIVITIES OF OTHER ORGANIZATIONS AND COUNTRIES OF INTEREST TO  
THE WORKING PARTY**

Submitted by the Economic Cooperation Organization



Economic Cooperation Organization



## Draft Report

**ECO - IRU DEMONSTRATION SILK ROAD TRUCK CARAVAN  
2010**  
**24 September 2010 - 23 October 2010**

**May 2011**

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## **THE ECO/IRU SILK ROAD DEMONSTRATION TRUCK CARAVAN 2010, DRAFT REPORT**

### **I. BACKGROUND**

In September-October 2010, the ECO and IRU jointly organized the Silk Road Truck Caravan to demonstrate the feasibility of regional cooperation on implementation of concrete projects for removing obstacles on the way of smooth transit transport by road in the context of TIR Convention and the ECO Transit Transport Framework Agreement (TTFA).

To consider ways and means for launching the ECO Demonstration Silk Road Truck Caravan, the ECO Secretariat organized five Working Group Meetings of the Permanent Representatives of the ECO Member States in Tehran. The Working Group effectively addressed various issues such as the route and timetable of the Caravan, visa for the drivers and other persons involved in the Caravan, insurance, security measures, nomination of the focal points from various agencies in each country, arrival ceremonies and cargo supply issues.

The 158th Meeting of Council of Permanent Representatives (CPR) in Tehran (26th April 2010) approved the Route of the Caravan as suggested by the Secretariat and adopted by the Working Group, held on 25th April. First Circular on the Caravan issued on 5th May 2010, which indicated the Route of the Caravan, Timetable of the Caravan, Nomination and the responsibilities of the Focal Points, the Composition of the Caravan, Drivers and the crew, Security measures for the Caravan and Welcome Ceremonies.

Accordingly, in September 2010, the ECO/IRU Silk Road Truck Caravan, Comprising of trucks from all member states except Kyrgyz Republic and Uzbekistan, made 11,432 km journey during 30 days across Pakistan, Iran, Turkmenistan, Afghanistan, Tajikistan, Azerbaijan. The Caravan was warmly welcomed upon its arrival to each enroute member state. Seen-off Ceremonies were organized in the capitals or major cities of each enroute country. The events were widely covered by the TV and mass media.

The funds for running the Caravan were provided by the CPR, with co-sponsorship received from IRU, the ECO TDB, the Turkish TOBB, Iranian Mammut Company, Russian Ingostrakh Insurance Company, and Iranian Company Ertebatat Control Fara Gostar.



## **II. KEY FINDINGS**

The Caravan provided excellent opportunities to make observations, although on broad level, examine the challenges for implementation of the TTFA.

The Demonstration Caravan also provided an occasion to stress the importance of road transport as a vital production tool, interconnecting all businesses to all major world markets thanks to its unique door-to-door transport services. It promoted the implementation of UN multilateral trade and road transport facilitation instruments

The results of the ECO-IRU Silk Road Truck Caravan showed that all the elements, including physical infrastructure and cross-border cooperation, exist among the ECO Member States to increase transit transport by manifold. At the same time, the caravan identified some of the main physical and non-physical obstacles notably at borders points, which impede the full realization of the transit potentials in the region, in particular taking into account the provisions of the TTFA. Some of these obstacles and short comings included:

- § Wasting time for checking trucks.
- § Unofficial payments.
- § Problems in visa for drivers.
- § Lack of standard trucks.
- § Limited role given to chamber of commerce and national freight forwarder associations.
- § Difference in fuel prices in the member states.
- § Limited human resources in terms of number and training.
- § Limited institutional capacity and cumbersome regulations and border crossing formalities.

- § Underdeveloped border crossing points in terms of buildings and equipments.
- § Lack of automation and application of good practices such as single window system.
- § Inadequate facilities enroute for transit drivers, such as TIR parking, efficient administrative consular support, transit oriented truck repair and maintenance centers.
- § Difference or divergence in rules and regulations governing transit transport.
- § Difference in standards in relation to vehicles (both for tractor and trailer) and roads.
- § Shortages of road signs and signals, as well as easily accessible travel information.
- § Shortage of modern inspection equipment such as X-ray, narcotics and explosive detector dogs and video scopes.

The key findings and observations of the caravan with respect to these obstacles are briefly discussed as follows:

#### **a) Visa issue**

This caravan once again demonstrated that visa is among the main obstacles in the way of smooth transit operations in the region. Although the caravan was supported at the highest political level, obtaining entry and transit visas for the participating drivers proved to be cumbersome activities, consuming a lot of time and efforts of the Secretariat and the uncertainties remained to the last minutes about the participation of some of the drivers due to visa problems.

In some cases it takes about 20-25 days to get visa for a driver. The visa fees also contributed to higher transit cost in the region. In some Member States visas charges for a transit driver exceeds 500 US\$. The caravan also faced the issue of limited duration of visas issued for the drivers. Whereas TTFA has envisaged specific provisions for facilitation of visas for drivers and other persons involved in transit operations.

Difficulties in getting multiple or double entry visa were also obvious during the caravan. In 3-4 cases, single visas were issued by countries that were going to be visited twice or thrice.

#### **b) Long queues/waiting time at border crossing points (BCP)**

In most of the borders crossed by the caravan, long queues of trucks were observed. Waiting time between 1-7 days outside the BCP gates for admission to clearance procedures seemed to be normal. The main reasons for such long waiting time included:

- Outdated physical/technological equipment.
- Long time needed to complete physical inspection of trucks for narcotics/smuggling items. However, inspection time in BCPs equipped with X-ray equipment, explosive and narcotics detector dogs, and other modern equipment was less.
- Limited working hours. Some of the BCPs are opened only for 8-9 hours a day and closed on weekends or official holidays. Weekends are also different in the calendars of some neighbouring Member States.
- Manual processing of documents due to lack of computerized systems.
- Permit ceilings.

**c) Substandard premises**

According to the observations, there seems to be a repaid trend of modernizing the border crossing points in the region, including physical infrastructure. Some Member States, notably Azerbaijan, Afghanistan, Tajikistan, and Turkmenistan had completed, or were on the verge of completion of BCP modernization projects. However, the procedures were sometimes not fully automated in modernized BCPs.

**d) Permit issue**

Permit caused two obvious obstacles. First, in countries having quotas, it leads to formation of queues. Second it added to the costs of transit. In the case of the caravan, 150 US\$ to 400 US\$ had to be paid as permit charges in a number of BCPs.

**e) Unofficial Payments**

According to the interviews with different stake holders in some of the crossed BCPs, unofficial payments were an issue. In some cases the driver pays the money to have eyes closed to his violation of regulations and standards. In other cases, he should pay it as a routine. The amount of unofficial payment is fixed in some borders. In one BCP, it was 150 US\$ per truck.

**f) Un-harmonize regulations and standards with regard to vehicles**

In spite of clear provisions of the TTFA regarding harmonization of vehicles, standards and criteria, the existing situation in the region may be characterized by different regulations and trucks specifications. For examples maximum height of trucks is 4.5 m in one country, 4.20 m or 4 m in other country. the same was observed particularly regarding maximum axle load and maximum length.

**g) Implementation of the TIR System**

Observations of the caravan showed that the TIR carnets are applied as a reliable document in the countries that are member to TIR system. However, the following problems were observed in different borders, with a varying degree of occurrences:

- Contrary to the rules and regulations of TIR Convention, the TIR seals of the loaded trucks are occasionally opened for inspection. In some borders even up to 100 per cent of the trucks undergo this process, particularly if the border gate is close to the capital city.
- Opening of the seal occurs for two main reasons, namely inspection for security reason, and inspection to find out possible discrepancy between the declared list of goods and the shipment actually loaded on the trucks.
- If a discrepancy is found between the actual load and the invoice, usually they jail or otherwise prosecute the driver, while the driver has no responsibility for the contents of the sealed cargo. One driver was witnessed who had spent two weeks in jail and another month at the court because of this problem.
- Another main observation in this regard was that the TIR Carnet is not yet widely applied for transit within the region. In other words, it is used more for continental transit. In most of the visited countries, more than seventy percent of transit with other ECO countries was stated to be through bilateral or other arrangements than TIR carnets. However, the government authorities and the national associations

invariably admitted that transit would be greatly facilitated if the intra regional share of TIR application would be increased.

- Non-application of TIR in two Member States has put these Member States in disadvantage in international transit by road.

#### **h) Road Infrastructure**

It was observed throughout the route of the caravan that the Member States are investing sizable amounts in constructing, renovating or upgrading roads. On the route travelled by the caravan, about 34 percent was 4 lanes, 2 percent 2 lanes with ongoing construction works for conversion into 3 lanes, and about 44 percent 2 lanes.

On 2 lanes road, the signs and signals were absent in some of the visited countries. The road quality, in terms of maintenance smoothness, safety equipment, etc., is also not optimum in parts of the route, as mentioned in the report tables.

#### **i) TIR Parking Places**

There is an obvious need for development of standard TIR Parking places except in Iran and Turkey.

#### **j) Fuel Prices difference**

Fuel price difference was a major source of corruption, smuggling and unofficial payment throughout the route.

#### **k) Different/Limited Working hours**

Considerable wastage of time occurs only due to different working hours of BCP between two countries or limited working hours in one or both of the neighbouring BCPs. This is worsened for weeks when any country adjusts its clock for day light saving. Furthermore, in two countries interviewed officials stated three reasons for this problem:

- Different national regulation and poor coordination between two neighbours.
- Day light inspection is carried out because most of the existing BCPs do not have facilities for night inspection.

#### **l) Manual Operations**

There was no single BCP on the whole route of the caravan that was not equipped with computers and printers. But custom clearance, payments, gate entry and exit process were being done manually.

### **III. KEY RECOMMENDATIONS**

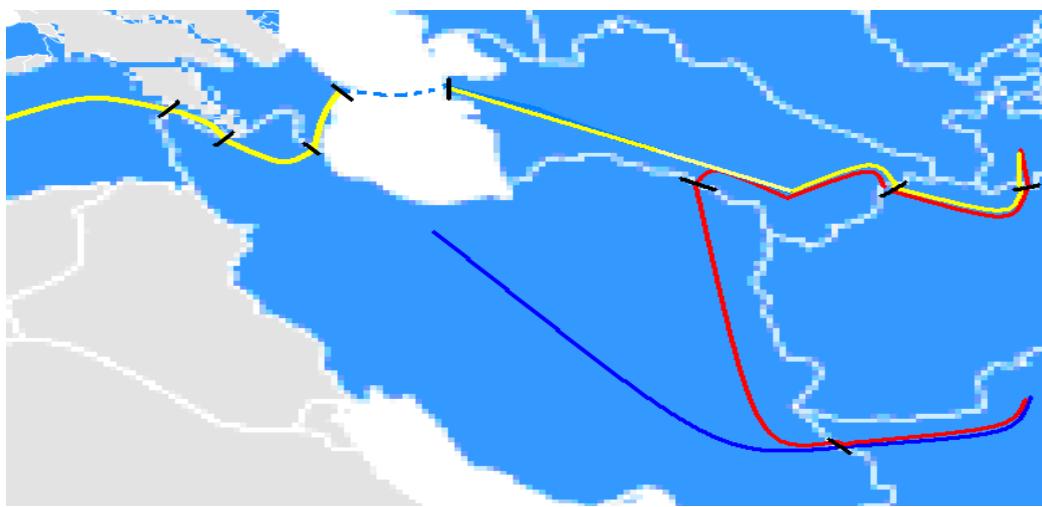
By resolving the existing obstacles, notably those mentioned above, transit by road can be improved between the ECO Member States and other region such as EU. The following initial recommendations are submitted for consideration of the relevant authorities of the Member States:

- Enhancement of the implementation of the related international and regional conventions, particularly TTFA, TIR, and CMR.
- Expeditious accession of International Convention by the Member States to have harmonization of rules and regulation in the region.
- Streamlining national rules and regulation in line with the international convention.
- Development and implementation of comprehensive training and capacity building programmes for the relevant institutions.
- Modernization of border crossing points (custom facilities and transit terminals) both in terms of physical infrastructure and automation.
- Modernization and Standardizing of transit fleet.
- Modernization of road networks with emphasis on transit routes.
- Updating the data and statistical information about transit transport available in each country to be accessed by other concerned authority of the Member States.
- Active participation in the regional meetings, workshops, and projects related to road transport, border crossing issues and international conventions and agreements.
- Increase and harmonization of working hours of BCPs between the neighbouring countries.
- Lifting unnecessary permit charges, which is reciprocal between is a main factor in increasing transit costs.
- Resolving the issue of fuel price difference through regular meetings and neighbours.
- Implementation of national or regional projects for development of TIR parking places.
- Increasing the number of human resources of the custom administrations and other borders authorities to increase the working hours to 24 hours in 7 days through shifting change system. Training of human resources and creating suitable living conditions for staff at the border should also be considered.
- Implementation of a priority project to equip all the border points with modern inspection equipments such as X-ray, explosive/narcotics detector dogs and video scopes.
- Anti-corruption campaigns, which are already being implemented in some Member States, should be given high priority.

- Frequent study tours to modernized border points needs to be arranged for the transit officials and customs officials and other decision makers of the member States to help in exchanging ideas on good practices.

The next section provides a detailed account of daily observations made during the implementation of the caravan.





#### IV. DETAILED OBSERVATIONS

24 September 2010 – Day		
Km counter	Activity	Remarks
0	Iran	
0	07:50 Departure from Mammut Factory Tehran to Jazd (Night Stop)	5 trucks (Afghanistan, Azerbaijan, Iran, Pakistan and Turkmenistan; 7 drivers) 1 Toyota Minivan (4 peoples: driver, cameraman, National Delegate, IRU Delegate) Traffic police escort & regional road transport authorities
108		4 lanes Highway- Hugh traffic
137		2 lanes
167		2 lanes- works for enlargement to 4 lanes. The road goes parallel with the Freeway which is opened to passenger traffic.
270	13: 00 Ghaza Complex - Motel area parking- Lunch	
270	14:30 Departure Ghaza Complex to Qom	
667		4 lanes

**24 September 2010 – Day**

Km counter	Activity	Remarks
690		2 lanes
723	23:10 Arrival Jazd	4 lanes
747	23:30 Jazd Truck Terminal –Night Stop	Truck parking Area with related Facilities for Maintenance and services for drivers: cafeteria and food shops. Sanitary facilities(toilets, washers)



<b>25 September 2010 – Day 2</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
747	08:00 Departure Jazd Truck Terminal to Bam	Traffic police escort & regional road transport authorities
1104	13:30 Stop Kerman – Lunch Break	4 lanes
1104	15:00 Departure Kerman	4 lanes
1108		2 lanes road (very good quality)
1128		4 lanes
1198	Police control station- 10 ' stop	2 lanes- works for enlargement to 4 lanes.
1342		4 lanes
1347	19:30 Arrival Bam – Arge-Jadid Hotel Night Stop	Midnight Turkish truck joins the Caravan

<b>26 September 2010 – Day 3</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
1347	08:30 Departure Bam to Zahedan	6 trucks (Afghanistan, Azerbaijan, Iran, Pakistan, Turkmenistan Turkey; 8 drivers) 1 Toyota Minivan (4 peoples: driver, cameraman, National Delegate, IRU Delegate) Traffic police escort & regional road transport authorities
1357		2 lanes
1368		4 lanes
1371		2 lanes - works for enlargement to 4 lanes.
1401		2 lanes – no works (large desert)
1627		2 lanes - works for enlargement to 4 lanes.
1646		4 lanes
1649	14:15 Arrival to Zahedan – Truck Terminal 15:00 Lunch Zahedan Truck Terminal 16:00 Departure for Hotel Centre of Zahedan 19:00 Dinner hosted by Local Trans, Authority	Modern Truck parking Area with related Facilities for Maintenance and services for drivers: cafeteria and food shops. Sanitary facilities(toilets, washers)  Fuel of Trucks

<b>27 September 2010 – Day 4</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
1649	05:30 Departure Hotel	

	Zahedan – Truck Terminal 06:15 Departure Truck Terminal to Mirjavek BCP	Traffic police escort & regional road transport authorities
1761	07:50 Mirjavek Border Zone entry	modernized 2 lanes road
1768	08:05 Mirjavek Border terminal	<p>Heavily Secured BCP, Modernized BCP with separate zones for passengers and goods transport. Separate police passport control windows for entry /exit and passengers/goods transport. After police passport control, trucks are weighed and customs procedures start. Customs documents prepared by speditioners. Speditioners are presenting the documents to Customs which check them together with permits, phyto-sanitary or veterinary documents. A Special document set up at the entry into the country, is requested to be delivered at the exit, Daytime working hours.</p> <p>No trucks in the border, quick crossing for the Caravan.</p> <p>Observed waiting time at the barrier: 0'</p> <p>Observed time for crossing procedures for a loaded truck: 30'.</p>
1771	Pakistan	
1771	09:45 Taftan BCP	<p>Premises need upgradation. BCP with no separation for passengers and goods transport. A single mix police passport control window for entry and exit and for passengers and goods transport. Customs officers manually recording data. Electronic computerized technologies are not widely used. In the Customs zone, foreign trucks unload import goods to domestic transporters and load export goods. A few trucks in the Customs zone. No trucks in the border, Quick crossing for the Caravan. Daytime working hours.</p> <p>Observed waiting time at the barrier: 0'</p>

		Observed time for crossing procedures for a loaded truck: indefinite Special authorized foreign trucks (aids) travel under military convoy surveillance and having military on board of vehicles.
1773	10:45 Departure Taftan to Quetta	2 lanes left side drive road parallel with the railway. Escort by 3 armed vehicles and armed guards traffic police escort & regional road transport authorities
1948	12:45 Nokkundi Weighing Station- Lunch Break	2 lanes
2112	14.15 Departure Nokkundi	2 lanes low quality road
2124		1 lane stoned road, works for rehabilitation and modernization
2157		2 lanes rehabilitated good quality road
2410	02.00 Arrival to Quetta Customs Area –Night rest	





**28 September 2010 – Day 5**

**29 September 2010 – Day 6**

**Quetta – Technical maintenance of trucks & Preparatory activities for the Official Departure of the Caravan**

**30 September 2010 – Day 7**

2410	10: 00 – 14.00 Official Departure Ceremony Quetta Customs Area 14:00-15:00 Lunch 15:00 Departure to Dalbandim	High level Departure Ceremony with the participation of high level representatives of the Central Government in Islamabad, regional government of Baluchistan, ECO , local authorities, media
2758	22:30 Arrival to Dalbandim- Dinner and Night Rest	Military armed escort, Traffic police escort & regional road Transport Authorities. Night rest at a Guest house of the regional Governor.



#### 01 October 2010 – Day 8

Km counter	Activity	Remarks
2758	07:15 Departure Dalbandin to Taftan	Military armed escort Traffic police escort & regional road transport authorities
3070	12:30 Taftan BCP	Police Passport control & Customs Formalities
3073	Iran	
3073	13:30 Mirjavek BCP	Police Passport control & Customs Formalities. A Special document is set up at the entry into the country, which will be requested to be delivered at the exit, marking the approved route to travel and subject to a fee which varies function of travelled distance and registration flag of the truck (300-500USD)
3076	14:45 Departure Mirjavek to Zahedan	Traffic police escort & regional road transport authorities

3188	16:30 Arrival Zahedan Truck Terminal Area 16:30-17:30 Lunch Terminal Area 18:00- Hotel accommodation 20:00-21:30 Dinner, Night rest	Special care welcome, and attention of the representative of Ministry of Transport and of local regional road transport authority.
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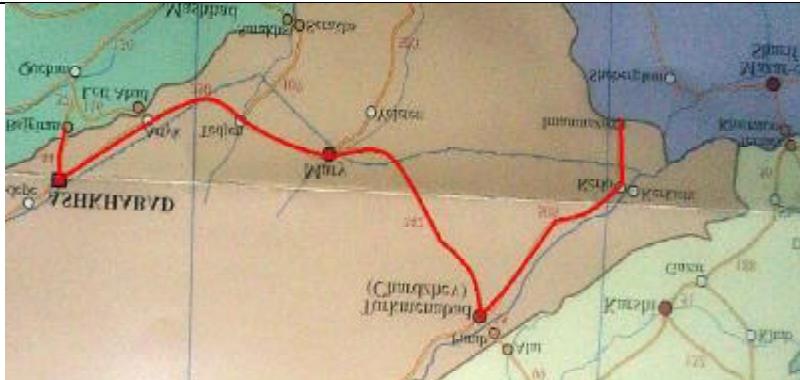


<b>02 October 2010 – Day 9</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
3188	09:00 Departure Zahedan Truck Terminal Area to Gonabad	Traffic police escort & representative of MT & regional road transport authorities accompany the caravan 4 lanes.
3208		2 lanes. In parallel work construction for enlargement to 4 lanes.
3270		4 lanes
3284		2 lanes
3368	11:30 Rest Stop	2 lanes
3567		4 lanes
3576	3576	2 lanes
3838	19:00 Arrival to Gonabad	Dinner & Night rest

<b>03 October 2010 – Day 10</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
3838	07:45 Departure Gonabad to Mashhad	Traffic police escort & representative of MT & regional road transport authorities accompany the caravan 4 lanes.
3851		2 lanes. In parallel work construction for enlargement to 4 lanes.
3926		4 lanes
3935	9:15 – 10:00 Rest Stop	2 lanes
4006		4 lanes
4211	14:30 Arrival to Mashhad Truck Terminal Area  15:00 – 16:00 Lunch  16:30 – Hotel accommodation	In Mashhad, the Caravan is joined by the ECO representative and the truck from Tajikistan and the truck from Kazakhstan.

<b>04 October 2010 – Day 11</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
	08:00-17:00 fitting new tarpaulins on the Afghan, Tajik and Turkish trucks	
4211	Traffic police escort & Regional road transport authorities accompany the caravan	2 lanes Traffic police escort and Regional road transport authorities accompany the caravan
4378	19:15 Arrival to Bajigran Truck Terminal- Night rest	Long queue of trucks waiting to enter the border area. We were told that the reason for the long waiting time is that only around 105 trucks /day are operated by the Turkmenistan border authorities. The physical control of each vehicle is stated to be the main reasons for big delay in processing the entry formalities in Turkmenistan.

05 October 2010 – Day 11		
Km counter	Activity	Remarks
4378	07:30 Departure to Bajgiran BCP	<p>2 lanes road</p> <p>8 km queue of trucks till the BCP</p> <p>Head of Bajgiran Truck Terminal accompanies the caravan</p>
4386	07:45 Arrival to the Bajgiran BCP	<p>Modernized BCP, but the formalities are not fully automated yet. Separate lanes for passengers and goods transport.</p> <p>In the past the PCP released about 200 trucks a day, but currently only about 105 trucks are processed here due to limited acceptance by the Turkmen side. The main reason for this reduction is the physical inspection procedures.</p> <p>Equipping the Iranian side with X ray equipment, narcotic detector dogs, video scope and other measures for fast inspection can help in increasing the traffic. Such equipment is absent at the moment, apparently X-ray has been purchased.</p> <p>After police passport control, Customs procedures. Commissionaires fulfill Customs procedures for trucks without TIR Carnet or capotage and drivers of such trucks cannot process custom formality in person. The commission cost is US\$100 per truck. The Customs officer supervises and physically checks the trucks.</p> <p>The border is open only day time.</p> <p>Working hours are agreed between Iran and Turkmenistan during regular six-monthly coordination meeting of border officials.</p> <p>In the past the BCP was open day and night, but the working hours was reduced to 07:30 am to 15:30 am since 1999.</p> <p>Plate numbers of incoming and outgoing trucks are recorded by CCTV and informed online to all office throughout Iran.</p> <p>The empty Turkmen truck paid US\$160 as permit tax.</p> <p>Observed waiting time at the entry barrier: indefinite (days)</p> <p>Observed time for crossing procedures for a truck: 1 hrs</p>

4387	<b>Turkmenistan</b>	
4387	10:30 Bajgiran BCP(same name for Turkmenistan)	<p>Modernized BCP. The formalities are not fully automated yet. Separate lanes for passengers and goods transport. The police passport control is subject to an additional tax to be paid in amount of 30-80 USD depending on the nationality of the traveler.(visa tax was paid when visa was granted, Travel insurance and traffic insurance is also compulsory to be paid. The Customs officer supervises and physically checks the trucks which together with permits, phytosanitary or veterinary documents. A special document is set up at the entry into the country, which will be requested to be delivered at the exit. (for empty trucks charges are between 150-250USD, for loaded trucks the average costs is about 400USD). A fee for filling in the document is required 5-10 USD.</p> <p>X ray equipment is absent.</p> <p>Observed waiting time at the entry barrier: 1 hour.</p> <p>Observed time for crossing procedures for a truck: 2-3 hrs.</p> <p>An interviewed Iranian had paid 435 USD for Turkmen visa (285 USD charged by embassy and 150 USD charged by dealer companies. It took about 20 days to have a telex sent to Turkmen Embassy in Tehran and one more week for issuance of the visa.</p> <p>Excellent arrangements made by the Government of the Turkmenistan at the border to welcome the ECO Caravan to Turkmenistan. Border officials received the Caravan with maximum care and hospitality.</p>
4388	11:45 Departure to Ashkhabad	<p>Caravan is honoured being welcomed by the Minister of Transport of Turkmenistan, who personally leads the Caravan to Ashkhabad. Police escort and representative of national authorities accompany the caravan, too.</p> <p>2 lanes renewed road.</p>

4430	12:30 Arrival to the gates of Ashkhabad	A special Welcoming Ceremony is organized by the Authorities of Ashkhabad, the Wise Elders of the town, peoples with flags, music, media, meet the caravan. TV National Channel interviews the participants and welcoming speeches are delivered by authorities. The caravan team was impressed by high cultural richness of Turkmen people and the rapid rate of modernization of Turkmenistan.
4430	13:30 Departure to the Parking Area	4 lanes road
4436	13:45 Parking and Hotel Accommodation	
	18:30 Dinner 22:30 Night rest	The dinner is hosted by the Deputy Minister of Transport of Turkmenistan



**06 October 2010 – Day 13**

<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
4436	08:30 Departure Ashkhabad to Turkmenabad	The truck from Kazakhstan remains in Ashkhabad according to the instruction of Kazakhstan authorities. Traffic Police escort. 4 lanes road
4479		2 lanes road in parallel works for a 4 lanes road.
4813		4 lanes road The Caravan was welcomed at the gate of the city by a gathering of the Wise elders and young girls and boys in national dress. TV and press coverage was there. There is a TIR Parking at the vicinity of Murry, which is well known to transit drivers.
4833		2 lanes road in parallel works for a modern 4 lanes road.
5082	22: 30 Arrival Turkmenabad Bus & Truck Terminal, Late Dinner at the Terminal, Night Rest	The General Director of the terminal welcomes the arrival of the Caravan and offers a dinner, followed by departure by bus to a local hotel and Night rest.
		All the way from Ashgabat to Turkmenabad, a huge work for construction of 4 lane road has been initiated, with varying degree of progress in different segments. At the present, however, the road conditions from Ashgabat to Turkmenabad allows for only about 60 km speed per hour. Road signs and road marking lines are very rare throughout the route. Equipped TIR Parking places need to be increased along the route. Gas stations are mostly based at or by towns. Intensive and prosperous agricultural activity, specially cotton, wheat and orchards produce sizable amounts of cargo for shipment to destinations across the country and abroad. Hence heavy commuting of trucks and trailers is observed.



<b>07 October 2010 – Day 14</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
5082	10:30 Departure Turkmenabad Bus & Truck Terminal to Kerci	2 lane good quality road Traffic Police escort.
5089	11:45 Stop at a Fuel Station	Fuel trucks
5089	12:30 Departure for Kerci	2 lane low quality road
5192	15:00 Stop for Lunch 16:30 Departure for Kerci	Lunch at a road side tavern 2 lane low quality road
5291	18:30 Arrival to Kerci, Night Stop	Parking, transfer to hotel, accommodation and dinner.
<b>08 October 2010- Day 15</b>		
5291	06:00 Departure Kerci to Imamnazar Border	Traffic Police Escort 2 lane low quality road
		Road quality is very poor along Kerchi to the Imamnazar border, so that the average speed does not often exceed 30 km per hour.
5407	08:30 Arrival to Imamnazar BCP	Modernized BCP, but procedures are not fully automated. Separate lanes for passengers and goods transport. Passport control is computerized, but custom and other procedures are processed manually. Each traveler is checked and recorded under a medical check, An exit document is setup by a speditioner and on it, and each border authority records its check. We encountered 6 such authorities. A fee in amount of 10 USD is levied for the setting up of the document. Multiple checking of documents (personal doc and truck doc). The Special document set up at the entry into the country is requested to be delivered now at exit. About 100-120 vehicles are cleared per day, about 50 percent of which are trucks and the rest oil tankers. Trucks in transit mainly include Iranian trucks which bring cargo from Bandar Abbas and other origins shipped to the north of Afghanistan. Most of the Iranian Trucks using this border to Afghanistan come from Sarakhs border of Iran-Turkmenistan. Turkish Trucks use the Imamnazar BCP but very rarely. The border is open only day time. Observed waiting time at the entry barrier: 1 hour. Observed time for crossing procedures for a truck 1-2 hours.
5408	11:00 Departure	Nearly 2 km distance territory belonging to Turkmenistan,

	Imammnazar BCP to the neighbour Afghanistan Border	is to be travelled from the Turkmenistan BCP to the Afghanistan BCP. This short distance is still not sealed. Some Caravan trucks remained suspended in the terrain and special crane was called to pull out the trucks. A constructions work was going to start for making up this missing link.
5410	<b>Afghanistan</b>	
5410	13:30 Arrival Afghanistan Border	<p>Some barracks are premises for Border Crossing Authorities.</p> <p>All services are under military surveillance.</p> <p>Not far from this entry point, there are new constructions for a modern BCP and a 35 km connecting road infrastructure is under construction at final stages of completion.</p> <p>10-20 Iranian trucks and 10-20 Turkmen trucks arrive at this border per day. Turkish trucks also use this border occasionally and go on up to at least Mezare-Sharif. There was a temporary stoppage to entry of Iranian and Turkmen trucks to the country from this border. So the trucks offloaded their cargo, which were then taken over by Afghan trucks.</p> <p>Roofed storehouse is available.</p> <p>The caravan is warmly welcomed by the Deputy Minister of Transport, the Governor of the region and many local representatives of authorities. Entry formalities to the country are speeded up by high level authorities present in the BCP. Heavy armed Military and Police Terrain Vehicles are designed to travel with the caravan.</p>
5410	14:00 Departure for Mazar-e-Sharif	<p>The caravan is accompanied by the Deputy Minister of Transport, other representatives of national and regional authorities and escorted by heavy armed Military and Police terrain vehicles. Two military helicopters are assuring the air surveillance and protection.</p> <p>Excellent welcome ceremony arranged at the nearest town to the border.</p>

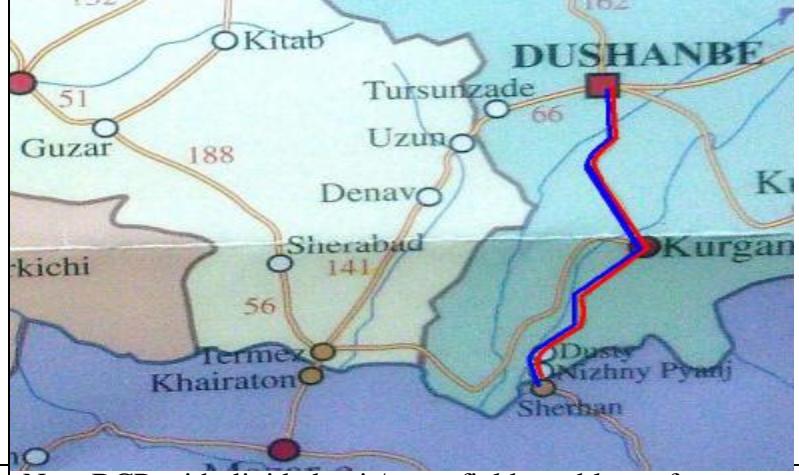
		2 lanes good road
5424		2 lanes good road
		<p>The quality of the road along the whole route from Akne at the border with Turkmenistan up to Mazare Sharif (approximately 200 km) is good. There are road signs and road marking lines in most parts of the road. The average speed easily reaches 80 km/hr.</p> <p>Traffic is fairly heavy. The Afghan cargo fleet seems to be on the rapid track of modernization.</p> <p>Equipped TIR Parking areas are absent on the route.</p> <p>The Caravan was received with utmost warmth in every city enroute. Flowers were thrown at the caravan trucks.</p> <p>Large numbers of ordinary people gathered in every city to welcome and see off the caravan. Horses and camels carrying the flags of ECO member states rallied with the caravan. No better hospitality could be imagined.</p>
5664	<p>17:15 Arrival to Mazar-e-Sharif  20:00 Dinner  22:00 Night rest at Government guest house.</p>	<p>High level representatives of central state authorities and regional and local authorities welcome the arrival of the caravan under a special ceremony participated by the Vice President of Afghanistan, the Minister of Transport, the Governor of the region, representative of ECO, media, students, music band, singers and dancers. A real camel caravan arranged with flags of each ECO Member States mounted on one camel. The dinner is hosted by the Governor at his residence.</p>





#### 09 October 2010 – Day 16

Km counter	Activity	Remarks
5664	06:30 Departure Mazar-e-Sharif to Sherkan Bandar BCP	The caravan is accompanied by representatives of Ministry of Transport and is escorted by heavy armed Military and Police terrain vehicles. Two military helicopters are assuring the air surveillance and protection. Police and military check points each 40-50 km. 2 lanes good road.
		Road quality is very good on the whole route from Mazare Sharif to Shirkhan Bandar BCP. But standard road signs and road marking lines need to be increased. Equipped TIR Parking places are absent. Real camel caravans are abundant on this route. By and large the route from Imamnazar-Mezar-e-Sharif-Shirkhan Bandar possesses most of the elements needed (infrastructure, border facilities, etc.) for conversion into a main transit route in the sub-region, on the condition that the security issues are resolved. Intensive agricultural activity, specially cotton, wheat and

		orchards produce sizable amounts of cargo for shipment to destinations across the country and abroad. Hence heavy traffic of trucks and trailers is observed. Shipments of agricultural products for export purposes were seen on the road.
6022	13:30 Arrival to Sherkan Bandar BCP 13:30 -15:00 Lunch 15:00 -15:00 Police and Customs Formalities	Lunch offered by the Border Authorities New modernized BCP is set up with divided exit/entry fields and lanes for passengers and goods vehicles. Low traffic between the two countries, mostly for carriage of fuel in tankers (up to 50 tankers daily). Total Trucks travel in convoys and have military (police) escort protection. About 10-15 Tajik trucks also enter Afghanistan from this border point. The truck from Afghanistan remained on national territory and a visa for the driver should be received next day morning from the Consulate of Tajikistan in Afghanistan. The truck met next day the Caravan, in Dushanbe. ASYCUDA system for custom clearance has been set up at this BCP. In the past there was transit with Uzbekistan (mainly iron and cotton) through this BCP but it has been stopped recently. Instead Chinese trucks are occasionally seen.
6023	Tajikistan	
6023	15:30 Nizhny Pianj BCP	New BCP with divided exit/entry fields and lanes for passengers and goods vehicles. Low traffic between the two countries, mostly for carriage of fuel in tankers. In the past there was transit with Uzbekistan (mainly iron and cotton) through this BCP but it has been stopped recently. Instead Chinese trucks are occasionally seen here.  Police Passport controls followed by Customs controls. Done manually. X ray equipment has been set up and has speeded up the inspection of trucks. But the practice of

		physical controls to each truck is still usual. Narcotic detector dogs were also used. Customs open late. Passengers observed being admitted at 18:00 pm. Observed waiting time at the entry barrier: 0. Observed time for crossing procedures for a truck 40' Representatives of Ministry of Transport of Tajikistan meet the caravan at the border and accompany the caravan to Dushanbe.
6023	16:30 Departure from Nizhny Pianj to Dushanbe	4 lanes new road
6036		2 lanes road in reconstructions (new bridges, new asphalt surface)
6192	21:00 Arrival in Dushanbe Truck Terminal Area 21:00 – 22:00 Dinner 22:15 - Transfer to the Hotel, Night rest	The Caravan is welcomed by the President of the National Association of International Road Carriers of Tajikistan (ABBAT) and a dinner is offered to the participants to the caravan.



10 October 2010 – Day 17		
	06 :15 – Departure from hotel to Truck Terminal Area	
	06:30 – 10:30	Preparation of the Welcoming Ceremony
	11:00 – 12:30 Welcoming Ceremony	Participation of the Minister of Transport, representatives of National authorities and ECO, President and ABBAT Staff
	13:00 – 14:00 Lunch	Lunch offered by the President of ABBAT to the participants to the Welcoming Ceremony of the caravan
	14:00 – 16:00 rest time	Time needed for obtaining some visas for drivers for Turkmenistan and Azerbaijan
		Time needed for obtaining visas for drivers for Iranian driver to Afghanistan. The visa cost was 176 USD. A special permit was also needed to be obtained from the Afghan Embassy for each truck.
6192	16:30 – Departure from Dushanbe Truck Terminal to Kurgan Tube	Representatives of Ministry of Transport of Tajikistan accompany the caravan to Kurgan Tube. 2 lanes road under rehabilitation
6335	20:15 – Arrival Kurgan Tube , Parking, Dinner , Night rest	
		There are numerous modernized gas stations at close distances to each other along the route.

11 October 2011 – Day 18		
Km counter	Activity	Remarks
6335	08:00 Departure Kurgan Tube to Nizhny Pianj	Local 2 lanes road under rehabilitation Representatives of Ministry of Transport of Tajikistan accompany the caravan to Nizhny Pianj BCP.
6375	08:50 Arrival to Nizhny Pianj BCP	Border authorities facilitate the border crossing formalities
6376	Afghanistan	
6377	09:25 Departure Sherkan Bandar BCP to Mazar-e-	The caravan is accompanied by representatives of Ministry of Transport and is escorted by heavy armed Military and

	Sharif	Police terrain vehicles. Two military helicopters are assuring the air surveillance and protection. Police and military check points each 40-50 Km. 2 lanes good road.
6735	16:00 – Mazar-e- Sharif cross over the town	The escort does not stop for night rest in the town and the caravan continues its travel to Seberghan
6862	17:45 – Arrival Seberghan	Parking, accommodation in a Governmental compound, dinner and night rest.

<b>12 October 2010 – Day 19</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
6862	07:15 Departure Seberghan	The caravan is accompanied by representatives of MT and is escorted by armed Military and Police terrain vehicles. Two military helicopters are assuring the air surveillance and protection. 2 lanes good road
6989	10:20 Arrival Afghanistan BCP with Turkmenistan Imamnazar Border	
6991	<b>Turkmenistan</b>	
6991	<b>Turkmenistan</b>	<p>The caravan crosses back the 2 km sand terrain surface. The terrain is now planed.</p> <p>Modernized BCP. Separate lanes for passengers and goods transport. Each traveler is checked and recorded under a medical check, An exit document is setup by a speditioner and on it, and each border authority records its check. We encountered 6 such authorities. A fee in amount of 10 USD is levied for the setting up of the document. Multiple checking of documents (personal doc and truck doc) The Special document set up at the entry into the country is requested to be delivered now at exit. Observed waiting time at the entry barrier: 1 hour. Observed time for crossing procedures for a truck 1-2 hours.</p>
6992	14:00 Departure	

	Imamnazar to Turkmenabad	
7166	17:30 Stop Fuel Station 19:00 Departure for Turkmenabad	Fuel trucks and late lunch (early dinner)
7317	17:30 Stop Fuel Station 19:00 Departure for Turkmenabad	Fuel trucks and late lunch (early dinner)

<b>13 October 2010 – Day 20</b>		
<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
	07:30 – 09:30 Turkmenabad Bus and Truck Terminal	Maintenance of trucks
7317	09:30 Departure Turkmenabad to Ashkhabad	Traffic Police escort. 2 lanes road in parallel works for a 4 lanes road.
7586	15:00- 16:30 Mary – Stop for Lunch	Road side tavern. 2 lanes road in parallel works for a 4 lanes road.
7635	17:15 -18:30	Change the main fuel pomp at the Afghani truck
7956	23:00 Arrival Ashkhabad Truck Terminal Area	At the terminal the truck & driver from Kazakhstan rejoin the team. Parking trucks, transfer to hotel, dinner , night rest



**14 October 2010 – Day 21**

<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
7956	07:30 - Departure Ashkhabad Truck Terminal for the Welcoming Ceremony	Traffic Police escort. 4 lane road
		The distance between Turkmenabad to Ashgabat (about 600 km) was traveled on average speed of 60 km/hr due to road conditions. Sand fixation work is observed in some segments. The transport fleet seems to be on the rapid track of modernization.
7964	08:00 – 10:30 Preparation of the Ceremony	Representatives of the ministry of transport and authorities and staff of the national Association of International Road Carriers of Turkmenistan offered a helpful support to the preparation of the ceremony
	10:30-12:00 Welcoming Ceremony	Caravan is honored being welcomed by the Minister of Transport of Turkmenistan, and the ECO representative. Authorities of Ashkhabad: the Wise Elders of the town, peoples with flags, music, media, meet the caravan. TV National Channel interviews the participants and welcoming speeches are delivered by authorities. The caravan team is impressed with warm hospitality and excellent arrangements offered to them by the Government and People of Turkmenistan.
7964	13:30–Departure Ashgabat to Turkmenbasi	4 lanes road Traffic Police escort.
8044	14:45 – 15:45 Stop for lunch	2 lanes low quality road- in parallel construction of a 4 lanes new road
8192	18:30 – Arrival to Sardar, Night stop	
		Average speed from the end of the 4 lane track up to Sardar is 50-60 km due to road conditions. TIR Parking places are not frequently seen on the road. Intensive and prosperous agriculture, in particular modernized cotton and wheat farming has resulted in very high transportation activity.



15 October 2010 – Day 22		
Km counter	Activity	Remarks
8192	07:00 Departure Serdar to Turkmenbasi	2 lanes road which is under construction works to be developed into a 4 lanes new road. Traffic Police escort.
8553	13:10 Stop Fuel Station	Fuel trucks
8562	14:15 Arrival to Turkmenbasi Port for RO-RO embarkation 14:15 – 20:00 Several Border crossing formalities	Representative of local road transport authority meets the caravan and give support for speeding up border crossing formalities.
	20:00 Transfer to hotel, dinner, night rest	



#### 16 October 2010 – Day 23

Km counter	Activity	Remarks
	09:00 – 18:00 Turkmanbashi port RO-RO embarkation point	Border crossing formalities fulfillment and waiting for embarkation procedure. There is one large room with several partitions in which several offices of border authorities. A part of the procedures also should be completed in a building outside that building. Altogether about 200 US Dollar was paid in total for all the caravan trucks as charge, bank commissions, etc. through the bank. But the procedures were cumbersome and done manually in most cases. The same information for each passenger and truck was registered repeatedly by different officers. It took at least seven hours to complete the formalities. The arrival and departure times of ferries are highly variable. But the daily schedule is more or less regular.

	<p>Departure time often depends on the traffic, procedures, as well as the Captain's satisfaction on the volume of cargo uploaded. It may take from two hours to 15 hours. Passengers are also admitted.</p> <p>The ferry carries train wagons (tankers) and after the necessary tankers are loaded in the remaining free space it loads vehicles-800USD one way shipment. A total of about 6430 USD was paid as fees for eight trucks and one small car of the Caravan. About 40 USD is charged per meter length of small cars and 60 USD or so for per meter of trucks.</p> <p>Also per each caravan member 95 USD was charged as accommodation, dinner and breakfast. The main cargo at this port is fuels, which are carried by wagons. Bulk and containerized cargo is also handled. If there are wagon tankers (loaded/empty) to be shipped, with priority they will be loaded and trucks will wait to fill in the remaining empty space. So that first the wagons are loaded in the ferry by rail and then the trucks are let in by reducing the length of wagons. In such cases it could be possible to be sent an additional ferry and since the crossing of the Caspian Sea takes 12 hours, the loading of trucks could be delayed to 1-3 days.</p> <p>There are several shipping lines operating to this port. The vessel used by the Caravan belonged to an Azeri company, which had nine vessels on this line. Most of the vessels had a capacity of less than 3,000 tons, each getting a total freight of 30,000 to 35,000 USD in every trip.</p> <p>Ferry boated trucks are usually destined to Turkey or the CIS countries. At the present Azeri trucks rarely use this route due to visa problems. In their case, mainly the trailers are loaded on the ferry and then tractors take over the trailers in the Turkmen side.</p>
	<p>18:00 – 20:00 Embarkation of trucks 20:00 – Departure of RO-RO Ferry to Baku</p> <p>Dinner on board and accommodation in double beds cabin. Morning time breakfast is also served on board. Length of the voyage is around 12-14 hours and waiting time to enter the port is 2-4 hours.</p>



17 October 2010 – Day 24		
Km counter	Activity	Remarks
8562	Azerbaijan	
	08:30 – Arrival of RO-RO Ferry to Baku port Area 08:30 – 11:30 RO-RO waits in Port Area 11:30 - 12:00 Ro-RO enters Baku Port 12:00 – 14:30 Disembarkation of	Baku Port BCP has separate offices for police passport controls and customs. Drivers fulfill passport control procedures for entry the country and after present documents to Customs. Travel insurance and traffic insurance is also compulsory to be paid (80USD/15days), A Special document is set up at the entry into the country, which will be requested to be delivered at the exit, marking the approved route to travel and subject to a fee which

	Caravan vehicles	varies function of traveled distance and registration flag of the truck (150-400USD). A fee for filling in the document is required 5-10 USD. After documents registration, Customs perform the physical control of the vehicle. About 200-250 Iranian trucks and more or less the same number of Turkish trucks enter Baku port. The former number has a potential to be much higher if the bilateral issues, mainly related to limited working hours of the Iranian BCPs, are resolved.
8562	14:30- Departure the Baku Port to Baku Buss Terminal	Representatives of Ministry of Transport of Azerbaijan, warmly welcomes the arrival of the caravan. Together with Traffic Police escort the caravan is deployed to the Baku Buss Terminal. Excellent arrangements have been made for the caravan by the Government of Azerbaijan.
8586	15:15 Arrival to the Baku Buss Terminal Parking of trucks, hotel accommodation 15:30 – 16:30 Lunch, 16:30 – 19:30 Wash of trucks, Maintenance 20:30 – 21:30 Dinner	The Baku Buss Terminal is a new construction with modern facilities for Busses and passengers. Services for maintenance of vehicles, ticketing, modern waiting halls, restaurants, cafeterias, shopping centers, hotel are services provided by this very new and modern achievement of the Ministry of Transport of Azerbaijan. Meals and accommodation for the caravan are offered by the Ministry of Transport. The caravan team was impressed with the rapid pace of development in Azerbaijan in respect with infrastructure and other areas.

18 October 2010 – Day 25		
Km counter	Activity	Remarks
		Representatives of the Ministry f Transport and authorities and staff of the national Association of International Road Carriers of Azerbaijan (ABADA) offered a helpful support to the preparation of the ceremony.
	10:30 - 11:45 Welcoming Ceremony	High level representatives from Ministry of transport, Customs, Embassies, ECO, National Association of Road Carriers of Azerbaijan, and (ABADA) welcome the caravan. Exemplary hospitality, which is characteristics of Azeri people, was offered to the caravan team.
	12:00 – 13:30 Administrative activities after ceremony 13:30 – 14:30 Lunch 14:30 – 16:30 Request of Visas - Consulate of Iran	
8586	Departure Baku to Astara	Representatives of Ministry of Transport and Traffic Police escort the caravan

		2 lanes
8588		4 lanes
8603		<p>2 lanes</p> <p>Road signs in place but road marking lines not in obvious</p> <p>Average speed higher than 60 km can be risky.</p> <p>TIR Parking areas not seen</p> <p>Old and newly constructed gas stations abundant</p>
8916	22:30 – Arrival Astara Parking trucks in the Astara Border truck terminal	Representatives of Local Road Transport Department meet the caravan and facilitate the parking of trucks in the Border Truck Terminal, transfer to the hotel and dinner.



19 October 2010 – Day 26		
Km counter	Activity	Remarks
	09:00 – 11:15 Astara (AZ) BCP	<p>Modernized BCP, procedures fairly well computerized. Separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit and passengers/goods transport. After weighing and X-ray scan of vehicle, the truck enters the Customs zone. The transit documents for the truck are collected and registered into computer. The documents for the load together with permits and other transport documents are checked by the Customs and registered. The truck is physically checked by Customs. After Customs procedures the driver present the Passport to the police together with the registration documents of the truck/semitrailer which are checked and registered. A police officer checks physically once again the truck's cabin and compartments. For the exit lane there is separate police window but the passengers' passports are checked together with the truck drivers' passports.</p> <p>Facilities for drivers in the border area.</p> <p>Human resource seems to be well trained and adequate. The Astana BCP of Azerbaijan can be used as a good model for development of BCPs in the ECO region.</p> <p>Observed waiting time at the barrier: 15-20'</p> <p>Observed time for crossing procedures for a truck: 40'.</p> <p>About 300 vehicles pass this border per day. Up to 500 vehicles have also been recorded at times.</p> <p>The main limiting factor is believed to be the limited working hours of the Iranian side. The night before about 50 trucks sleep in queue behind the gate of the BCP, and are gradually admitted to premises in the morning. For passenger, however, the border seems to work on 24 hr basis.</p> <p>Equipment and store houses are available for handling containers if required.</p>
8917	Iran	
8917	11:15 Astara (IR) BCP	Representative of Ministry of Transport of Iran and

	11:15 – 12:30 Border crossing formalities	<p>representatives of Local Road Transport authority meet the caravan and facilitate the border crossing formalities.</p> <p>A combination of modernized and old BCP. Procedures a combination of manual and computerized, with separate lanes for passengers and goods transport. Narrow entry for trucks. Separate police passport control windows for entry /exit but and separate for passengers and truck drivers. At the entry gate the truck is registered and passport is checked. The Driver presents the passport to the police officer which verifies (reads) data from pass and check visas. After control, the driver gets the passport and has to presented to a window where is introduced into the computer and the stamp is applied. The truck enters into a large but not well maintained terminal. Each truck with its technical data is registered in computer by the Customs and the transit document is issued for the exit border.</p> <p>ASYCUDA system is installed. There is only one officer and one computer for this document. The operation takes at least 10-15 minutes. Each truck is charged about 280 USD as the charges of permit, fuel price difference, etc.</p> <p>According to legislations, trucks without TIR Carnet should be cleared only through agents o of Iranian companies, which charge 100 USED per truck. After, the vehicle is going to be physical checked by Customs starting with the cabin and ending with the special compartments for tools auxiliary equipments, food etc. At the exit barrier the truck is registered once again. Facilities for travelers.</p> <p>Media coverage for the Caravan. Excellent arrangements have been made by the Iranian transport authorities to receive the caravan. The local transport officials were extremely helpful.</p> <p>Observed waiting time at the barrier: 0' (no trucks in the border) Observed time for crossing procedures for a truck: 1,5 hrs. The heavy traffic is deviated on a road belt.</p>
8919	12:30 Departure from Astara to Ardebil	<p>Representative of Ministry of Transport of Iran and representatives of Local Road Transport authority travel with the caravan.</p> <p>A mountainous beautiful landscape with very good road network 2 lanes good alternating from time to time with 4 lanes. Road signs and signals well maintained.</p>
8995	14:30 – 17:45 Stop Ardebil -Reparation of the Afghani truck, lunch	<p>Replacement of the main diesel fuel pump with new one. Excellent facilities for maintenance and repair of transit trucks in the city.</p> <p>Local transport authorities are extremely helpful to the caravan.</p>
8995	17:45 Departure Ardebil	2 lanes good road alternating from time to time with 4 lanes

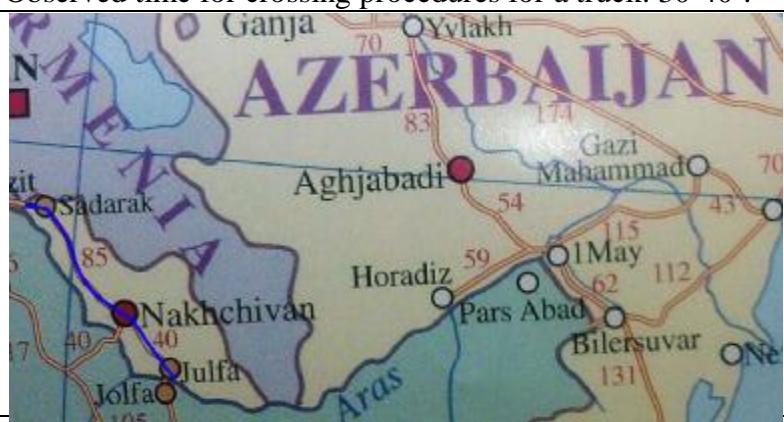
	to Tabriz	Average speed of 80 km/hr Road signs and signals well maintained Local transport authorities traveled with the Caravan
9279	23:30 Arrival to Tabriz Truck Terminal, Fuel trucks, Parking, transfer to hotel, dinner	Modern truck terminal with facilities for maintenance of trucks, rest meals for drivers.





#### 20 October 2010 – Day 27

Km counter	Activity	Remarks
	06:45 Departure the hotel to Tabriz Truck Terminal	
9279	07:30 Departure the Tabriz Truck Terminal to Jolfa BCP with Nachchivan Province of Azerbaijan	Representative of Ministry of Transport of Iran and representatives of Local Road Transport authority travel with the caravan. Seen off by Director General at Tabriz Truck Terminal. 2 lanes good road alternating from time to time with 4 lanes Road signs and signals well maintained Police escort
9413	09:30 Arrival to Jolfa BCP (IR) 09:30 – 11:00 Border crossing procedures	Representative of Ministry of Transport of Iran and representatives of Local Road Transport authority facilitate the border crossing procedures. Modernized BCP. Separate lanes for passengers and goods transport. About 300 vehicles pass every day. Up to 500 vehicles have been registered at times. High passenger traffic as well. Working hours limited for trucks but day and night for passengers. Separate police passport control windows for entry /exit

		<p>and passengers/goods transport. The driver present the Passport to the police together with the registration documents of the truck/semitrailer which are checked and registered. After police control, the truck enters the Customs zone. The transit documents for the truck are collected and registered into computer very quickly. The truck is physically checked by Customs.</p> <p>Long queues for bank payments, custom, passport control etc. not strange due to heavy passenger traffic. Shortage of human resources in custom operations and passport control is felt. Transit issues like permit issuance are quick.</p> <p>Most of the processes are computerized, but improvement is required.</p> <p>Modern inspection equipment such as detector dogs absent. ASYCUDA system installed. Trucks without TIR Carnet can be processed only through the agents, who charge 100 USD per each truck.</p> <p>Equipment for handling containers absent. The majority of trucks using this border are Iranian, Turk or Azeri.</p> <p>Full or empty Turkish trucks occasionally use this route also to enter Iran from Naxchivan and then reenter Turkey from Bazargan border.</p> <p>In an interview, the custom and transport officials stated that they had no major problem with Azeri BCP authorities.</p> <p>Observed waiting time at the barrier: 15-20'</p> <p>Observed time for crossing procedures for a truck: 30-40'.</p>
9414	<b>Naxchivan Province of Azerbaijan</b>	
9414	11:15 Arrival to Julfa BCP (AZ) 11:15 – 12:30 Border crossing formalities	<p>The caravan is welcomed by the Deputy Minister of Transport of Naxchivan, by the representative of the Ministry of Foreign Affairs the Head of the Border Crossing Point, national TV Channel and representatives of Media.</p> <p>Modern BCP with separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit but for passengers and truck drivers. The truck enters the border gate and is registered at the gate. The</p>

		<p>driver goes to the police window and gives for checking the passport. After stamp he gets a special form from police which he will fill in several data and which will be returned at the exit border gate. After he turns back to customs formalities and visiting the agencies windows. Finally the truck is checked physically. At the exit gate is registered once again.</p> <p>Iranian nationals do not need entry visa.  Human resources seem to be adequate and well trained.  X ray equipment, narcotic detector dogs, Single Window, etc available.  Observed waiting time at the barrier: 15'  Observed time for crossing procedures for a loaded truck: 40'-1hrs.  Iranian nationals do not need entry visa.</p>
9414	12:30 Departure Julfa to Sadarak BCP	The Vice Minister of Transport of Nachchivan Autonomous Republic warmly welcomes the caravan. Transport officials and Traffic Police escort the caravan. 2 lanes very good road till Nachchivan
9454		4 lanes new road
9539		<p>Modern BCP, fairly well computerized procedures, with separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit but for passengers and truck drivers. The truck enters the border gate and is registered at the gate. The driver goes to the police window and gives for checking the passport. After stamp he return the special form which he filled in at the entry border gate. After he turns back to customs formalities and starts visiting the agencies windows. Finally the truck is checked physically.</p> <p>Single Window system, X ray equipment, drug detector dogs available.</p> <p>Iranian nationals do not need visa. For Turkish nationals, visa is issued at the border.</p> <p>Observed waiting time at the barrier: 15'  Observed time for crossing procedures for a loaded truck: 40'-1hrs.</p>
9541	Turkey	

9541	14:50 Arrival to Dilucu 14:50 – 18:45 Border crossing formalities	<p>Arrival to Dilucu BCP 14:50 – 18:45 Border crossing formalities.</p> <p>The representative of Ministry of Transport of Turkey welcomes the caravan.</p> <p>Long queue of trucks waiting to enter Turkey. Quite old and outdated BCP with one mix entry for trucks and busses. Police window for passport check and after it, is difficult to understand the logic of the steps to be followed in fulfilling the border crossing procedures. The driver starts customs formalities visiting different agencies windows. In the end Head of Customs checks all documents and gives the final signature. Finally the truck is checked physically. At the exit gate is registered once again.</p> <p>Basic equipment such as X ray absent. Human resource inadequacy both in quantity and training is obvious. Under the existing situation, there seems to be little prospect for increased traffic from this BCP.</p> <p>Due to a stamp which was not put by the Turkish Customs at the exit of Turkey on a ATA Carnet which travels with the necessary materials and objects for organizing ceremonies en route, the entry formalities of the caravan are much delayed. Despite several calls to Turkish Customs, Ministry of Transport and TOBB, the Customs of Dilucu delayed the entry into Turkey of the caravan. Observed waiting time at the barrier: 3-4 hours</p>
9542	18:45 Departure to Kars	The representative of Ministry of Transport of Turkey travels with the caravan 2 lanes alternating 4 lanes
9765	20:30 – 21:30 Dinner	Dinner at a road side cafeteria (no lunch over the day)
9905	23:30 Arrival to Kars, Parking and Hotel accommodation	





#### **21 October 2010 – Day 28**

<b>Km counter</b>	<b>Activity</b>	<b>Remarks</b>
9905	07:00 Departure Kars to Yozgat	The representative of Ministry of Transport of Turkey travels with the caravan 4 lanes road
9976		2 lanes road which is under construction works to be developed into a 4 lanes new road Average speed of about 70 km/hr up to Ankara
9982		2 lanes
10042		4 lanes
10061		2 lanes road which is under construction works to be developed into a 4 lanes new road
10064		4 lanes
10122	10:15 – 10:45 Stop Erzurum	Change money, fuel Turkmen Truck and repair fuel admission system Turkish truck
10255		2 lanes road which is under construction works to be developed into a 4 lanes new road
10258		4 lanes
10260	13:15 – 14.30 Stop for Lunch at a road side cafeteria	2 lanes road which is under construction works to be developed into a 4 lanes new road
10261		4 lanes
10263		2 lanes road which is under construction works to be developed into a 4 lanes new road

10283		4 lanes alternating from time to time with 2 lanes
10760	21:00 Arrival to Yozgat Parking trucks, hotel accommodation, dinner	

## 22 October 2010 – Day 29

Km counter	Activity	Remarks
10760	06:30 Departure Yozgat to Ankara	4 lanes road
10885	08:30 – 10:30 Stop for Breakfast, Trucks washing	Road site cafeteria with Wash station. 4 lanes, Traffic Police escort
10984	12:15 Arrival Ankara TOBB Headquarters	
	12:15 -14:00 Preparation of Welcoming Ceremony	Representatives of authorities and staff of TOBB, UND, and IRU offer a helpful support to the preparation of the ceremony.
	14:00 – 15:00 Arrival Ceremony	Caravan is honored being welcomed by the Minister of Transport of Turkey, IRU Secretary General, ECO Deputy Secretary General, TOBB President, UND President, representatives of Embassies and Turkish Authorities media, meet the caravan. TV National Channel interviews the participants and welcoming speeches are delivered by the high level participants and Guests. No lunch for drivers the whole day.
10984	17:00 Departure TOBB to Ankara Logistics Centre.	Representative of Ministry of Transport and Traffic Police escort.
11003	18:00 Arrival Ankara Logistic Centre Parking Trucks, Transfer to the Guest House of Ministry of Transport, Dinner, Night rest	Ankara Logistic Centre is a new large area constructed with several large parking, services for trucks and drivers, fuel stations, restaurants, food stores and shops.



## 23 October 2010 – Day 30

Km counter	Activity	Remarks
11003	09:30 Departure Ankara to Istanbul	4 lanes highway.
11432	16:30 Arrival Istanbul, Samandira – Final Destination and End of the Caravan Journey	Parking trucks at Premises of Karadeniz Company in Samandira, transfer drivers to hotel, dinner, night rest



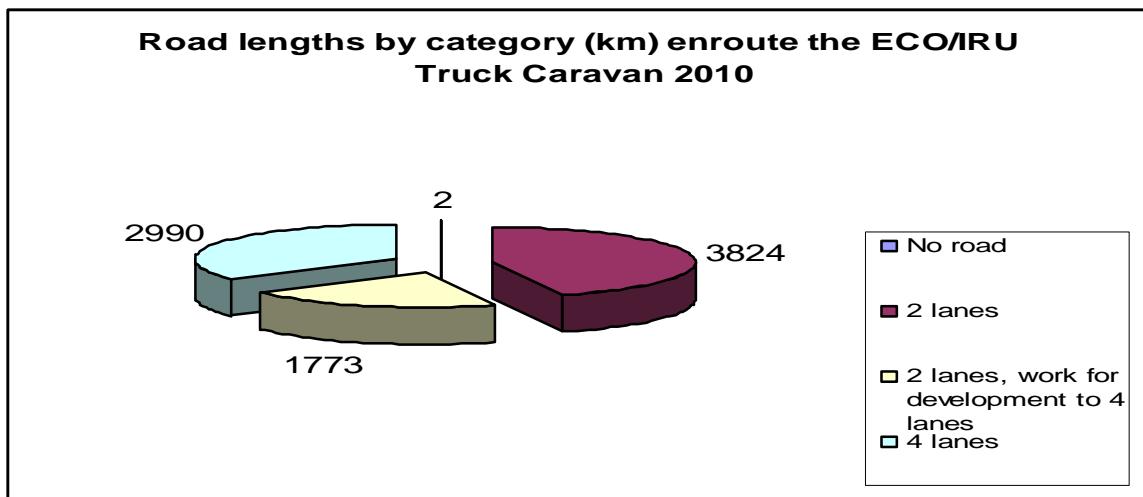
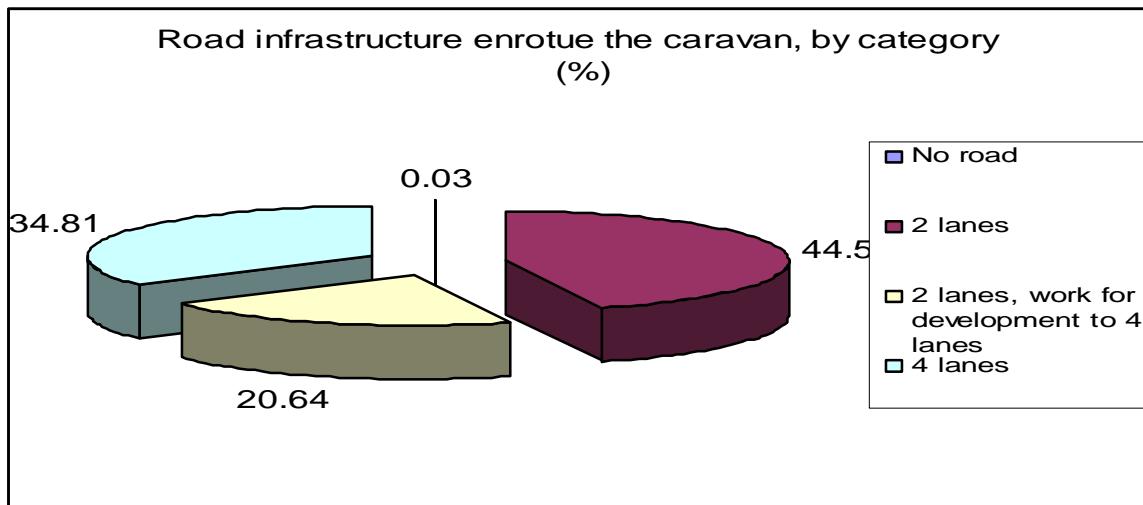
## ANNEX I.

**Table 1. Summary of length of each type of road travelled by the Caravan during its journey through the territories of ECO Member States**

Day	Km counter	Length between counters	2 lanes road	2 lanes, works for development of 4 lanes	4 lanes	
1	0	108			x	Iran
	108	29	x			
	137	133		x		
	270	397	x			
	667	23		x		
	690	33			x	
	723	24	x			
2	747	357			x	
	1104	4			x	
	1108	20	x			
	1128	70			x	
	1198	144		x		
	1342	5			x	
	1347	0				
3.	1347	10			x	
	1357	11	x			
	1368	3			x	
	1371	30		x		
	1401	26	x			
	1427	19		x		
	1446	3		x	x	
	1449	0				
4.	1449	112	x			
	1561	7	x			
	1568	3	x			
	1571	2	x			Pakistan

**Table 2. Breakdown of Road Infrastructure by each ECO country travelled by the Caravan**

	Afghanistan	Azerbaijan	Iran	Pakistan	Tajikistan	Turkey	Turkmenistan	Total by structure	%
No road							2	2	0.03
2 lanes	613	331	1543	639		429	269	3824	44.52
2 lanes, work for development to 4 lanes			486		156	30	1101	1773	20.64
4 lanes		124	1237		13	1459	157	2990	34.81
Total by country	613	455	3266	639	171	1918	1529	8589	100



## **ANNEX II**

### **Inventory of Information related to Border Crossing observed during the Caravan's journey through the territories of ECO Member States**

<b>Border Crossing</b>		
1	<b>Iran - Mirjavek</b>	<b>Pakistan - Taftan</b>
	<p>Heavily Secured BCP, Modernized BCP with separate zones for passengers and goods transport. Separate police passport control windows for entry /exit and passengers/goods transport. After police passport control, trucks are weighed and customs procedures start. Customs documents prepared by speditors. Speditors are presenting the documents to Customs which check them together with permits, phyto-sanitary or veterinary documents. A Special document set up at the entry into the country, is requested to be delivered at the exit, Daytime working hours.</p> <p>No trucks in the border, quick crossing for the Caravan.</p> <p>Observed waiting time at the barrier: 0'</p> <p>Observed time for crossing procedures for a loaded truck: 30'</p>	<p>Premises need upgradation. BCP with no separation for passengers and goods transport. A single mix police passport control window for entry and exit and for passengers and goods transport. Customs officers manually recording data. Electronic computerized technologies are not widely used. In the Customs zone, foreign trucks unload import goods to domestic transporters and load export goods. A few trucks in the Customs zone. No trucks in the border, Quick crossing for the Caravan. Daytime working hours.</p> <p>Observed waiting time at the barrier: 0'</p> <p>Observed time for crossing procedures for a loaded truck: indefinite</p> <p>Special authorized foreign trucks (aids) travel under military convoy surveillance and having military on board of vehicles.</p>
2	<b>Iran- Bajgiran</b>	<b>Turkmenistan - Bajgiran</b>
	<p>Modernized BCP, but the formalities are not fully automated yet. Separate lanes for passengers and goods transport.</p> <p>In the past the PCP released about 200 trucks a day, but currently only about 105 trucks are processed here due to limited acceptance by the Turkmen side. The main reason for this reduction is the physical inspection procedures.</p> <p>Equipping the Iranian side with X ray equipment, narcotic detector dogs, video scope and other measures for fast inspection can help in increasing the traffic. Such equipment is absent at the moment, apparently X-ray has been purchased.</p> <p>After police passport control, Customs procedures. Commissionaires fulfil Customs procedures for trucks without TIR Carnet or</p>	<p>Modernized BCP. The formalities are not fully automated yet. Separate lanes for passengers and goods transport. The police passport control is subject to an additional tax to be paid in amount of 30-80 USD depending on the nationality of the traveller.(visa tax was paid when visa was granted, Travel insurance and traffic insurance is also compulsory to be paid. The Customs officer supervises and physically checks the trucks which together with permits, phyto-sanitary or veterinary documents. A special document is set up at the entry into the country, which will be requested to be delivered at the exit. (for empty trucks charges are between 150-250USD, for loaded trucks the average costs is about 400USD). A fee for filling in the document is required 5-10 USD.</p> <p>X ray equipment is absent.</p> <p>Observed waiting time at the entry barrier: 1 hour.</p> <p>Observed time for crossing procedures for a truck: 2-3 hrs.</p>

	<p>capotage and drivers of such trucks cannot process custom formality in person. The commission cost is US\$100 per truck. The Customs officer supervises and physically checks the trucks.</p> <p>The border is open only day time.</p> <p>Working hours are agreed between Iran and Turkmenistan during regular six-monthly coordination meeting of border officials.</p> <p>In the past the BCP was open day and night, but the working hours was reduced to 07:30 am to 15:30 am since 1999.</p> <p>Plate numbers of incoming and outgoing trucks are recorded by CCTV and informed online to all office throughout Iran.</p> <p>The empty Turkmen truck paid US\$160 as permit tax.</p> <p>Observed waiting time at the entry barrier: indefinite (days)</p> <p>Observed time for crossing procedures for a truck: 1 hrs</p>	<p>An interviewed Iranian had paid 435 USD for Turkmen visa (285 USD charged by embassy and 150 USD charged by dealer companies. It took about 20 days to have a telex sent to Turkmen Embassy in Tehran and one more week for issuance of the visa.</p> <p>Excellent arrangements made by the Government of the Turkmenistan at the border to welcome the ECO Caravan to Turkmenistan. Border officials received the Caravan with maximum care and hospitality.</p>
3	<b>Turkmenistan - Imamnazar</b>	<b>Afghanistan Akne</b>
	<p>Modernized BCP, but procedures are not fully automated. Separate lanes for passengers and goods transport. Passport control is computerized, but custom and other procedures are processed manually.</p> <p>Each traveller is checked and recorded under a medical check. An exit document is setup by a speditioner and on it, and each border authority records its check. We encountered 6 such authorities. A fee in amount of 10 USD is levied for the setting up of the document. Multiple checking of documents (personal doc and truck doc) The Special document set up at the entry into the country is requested to be delivered now at exit.</p> <p>About 100-120 vehicles are cleared per day, about 50 percent of which are trucks and the rest oil tankers. Trucks in transit mainly include Iranian trucks which bring cargo from Bandar Abbas and other origins shipped to the north of Afghanistan. Most of the Iranian Trucks using this border to Afghanistan come from Sarakhs border of Iran-Turkmenistan. Turkish Trucks</p>	<p>Some barracks are premises for Border Crossing Authorities.</p> <p>All services are under military (police) surveillance.</p> <p>Not far from this entry point, there are new constructions for a modern BCP and a 35 km connecting road infrastructure is under construction at final stages of completion.</p> <p>10-20 Iranian trucks and 10-20 Turkmen trucks arrive at this border per day. Turkish trucks also use this border occasionally and go on up to at least Mezare-Sharif. There was a temporary stoppage to entry of Iranian and Turkmen trucks to the country from this border. So the trucks offloaded their cargo, which were then taken over by Afghan trucks.</p> <p>Roofed storehouse is available.</p> <p>The caravan is warmly welcomed by the Deputy Minister of Transport, the Governor of the region and many local representatives of authorities. Entry formalities to the country are speeded up by high level authorities present in the BCP. Heavy armed Military and Police Terrain Vehicles are designed to travel</p>

	<p>use the Imamnazar BCP but very rarely.</p> <p>The border is open only day time.</p> <p>Observed waiting time at the entry barrier: 1 hour. Observed time for crossing procedures for a truck 1-2 hours.</p>	<p>with the caravan.</p>
4	<b>Afghanistan - Sherkan Bandar</b>	<b>Tajikistan - Nizhny Pianj</b>
	<p>New modernized BCP is set up with divided exit/entry fields and lanes for passengers and goods vehicles. Low traffic between the two countries, mostly for carriage of fuel in tankers (up to 50 tankers daily). Total Trucks travel in convoys and have military (police) escort protection. About 10-15 Tajik trucks also enter Afghanistan from this border point.</p> <p>The truck from Afghanistan remained on national territory and a visa for the driver should be received next day morning from the Consulate of Tajikistan in Afghanistan. The truck met next day the Caravan, in Dushanbe.</p> <p>ASYCUDA system for custom clearance has been set up at this BCP. Interviewed persons talked about the issue of smuggling from both sides.</p> <p>In the past there was transit with Uzbekistan (mainly iron and cotton) through this BCP but it has been stopped recently. Instead Chinese trucks are occasionally seen.</p>	<p>New BCP with divided exit/entry fields and lanes for passengers and goods vehicles. Low traffic between the two countries, mostly for carriage of fuel in tankers.</p> <p>In the past there was transit with Uzbekistan (mainly iron and cotton) through this BCP but it has been stopped recently. Instead Chinese trucks are occasionally seen here.</p> <p>Police Passport controls followed by Customs controls. Done manually. X ray equipment has been set up and has speeded up the inspection of trucks. But the practice of physical controls to each truck is still usual. Narcotic detector dogs were also used.</p> <p>Customs open late. Passengers observed being admitted at 18:00 pm.</p> <p>Observed waiting time at the entry barrier: 0. Observed time for crossing procedures for a truck 40' Representatives of Ministry of Transport of Tajikistan meet the caravan at the border and accompany the caravan to Dushanbe.</p>
5-6	<b>Turkmenistan – Turkmenbasi Port</b>	<b>Azerbaijan – Baku Port</b>
	<p>Border crossing formalities fulfilment and waiting for embarkation procedure. There is one large room with several partitions in which several offices of border authorities. A part of the procedures also should be completed in a building outside that building.</p> <p>Altogether about 200 US Dollar was paid in total for all the caravan trucks as charge, bank commissions, etc. through the bank. But the procedures were cumbersome and done manually in most cases. The same information for each passenger and truck was registered repeatedly by different officers. It took at least seven hours to complete the formalities.</p> <p>The arrival and departure times of ferries are highly variant. But the daily schedule is more or</p>	<p>Baku Port BCP has separate offices for police passport controls and customs. Drivers fulfill passport control procedures for entry the country and after present documents to Customs. Travel insurance and traffic insurance is also compulsory to be paid (80USD/15days), A Special document is set up at the entry into the country, which will be requested to be delivered at the exit, marking the approved route to travel and subject to a fee which varies function of traveled distance and registration flag of the truck (150-400USD). A fee for filling in the document is required 5-10 USD.</p> <p>After documents registration, Customs perform the physical control of the vehicle.</p> <p>About 200-250 Iranian trucks and more or less the same number of Turkish trucks enter Baku port. The</p>

	<p>less regular. Departure time often depends on the traffic, procedures, as well as the Captain's satisfaction on the volume of cargo uploaded. It may take from two hours to 15 hours. Passengers are also admitted.</p> <p>The ferry carries train wagons (tankers) and after the necessary tankers are loaded in the remaining free space it loads vehicles-800USD one way shipment. A total of about 6430 USD was paid as fees for eight trucks and one small car of the Caravan. About 40 USD is charged per meter length of small cars and 60 USD or so for per meter of trucks.</p> <p>Also per each caravan member 95 USD was charged as accommodation, dinner and breakfast. The main cargo at this port is fuels, which are carried by wagons. Bulk and containerized cargo is also handled. If there are wagon tankers (loaded/empty) to be shipped, with priority they will be loaded and trucks will wait to fill in the remaining empty space. So that first the wagons are loaded in the ferry by rail and then the trucks are let in, reducing the length of wagons. In such cases it could be possible to be sent an additional ferry and since the crossing of the Caspian Sea takes 12 hours, the loading of trucks could be delayed to 1-3 days.</p> <p>There are several shipping lines operating to this port. The vessel used by the Caravan belonged to an Azeri company, which had nine vessels on this line. Most of the vessels had a capacity of less than 3,000 tons, each getting a total freight of 30,000 to 35,000 USD in every trip.</p> <p>Ferry boated trucks are usually destined to Turkey or the CIS countries. At the present Azeri trucks rarely use this route due to visa problems. In their case, mainly the trailers are loaded on the ferry and then tractors take over the trailers in the Turkmen side.</p>	<p>former number has a potential to be much higher if the bilateral issues, mainly related to limited working hours of the Iranian BCPs, are resolved.</p>
7	<b>Azerbaijan - Astara</b>	<b>Iran - Astara</b>
	Modernized BCP, procedures fairly well computerized. Separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit and passengers/goods transport. After weighing and	A combination of modernized and old BCP. Procedures a combination of manual and computerized, with separate lanes for passengers and goods transport. Narrow entry for trucks. Separate police passport control windows for entry /exit but and

	<p>X-ray scan of vehicle, the truck enters the Customs zone. The transit documents for the truck are collected and registered into computer. The documents for the load together with permits and other transport documents are checked by the Customs and registered. The truck is physically checked by Customs. After Customs procedures the driver present the Passport to the police together with the registration documents of the truck/semitrailer which are checked and registered. A police officer checks physically once again the truck's cabin and compartments. For the exit lane there is separate police window but the passengers' passports are checked together with the truck drivers' passports. Facilities for drivers in the border area.</p> <p>Human resource seems to be well trained and adequate.</p> <p>The Astana BCP of Azerbaijan can be used as a good model for development of BCPs in the ECO region.</p> <p>Observed waiting time at the barrier: 15-20'</p> <p>Observed time for crossing procedures for a truck: 40'.</p> <p>About 300 vehicles pass this border per day. Up to 500 vehicles have also been recorded at times.</p> <p>The main limiting factor is believed to be the limited working hours of the Iranian side. The night before about 50 trucks sleep in queue behind the gate of the BCP, and are gradually admitted to premises in the morning. For passenger, however, the border seems to work on 24 hr basis.</p> <p>Equipment and store houses are available for handling containers if required.</p>	<p>separate for passengers and truck drivers. At the entry gate the truck is registered and passport is checked. The Driver presents the passport to the police officer which verifies (reads) data from pass and check visas. After control, the driver gets the passport and has to presented to a window where is introduced into the computer and the stamp is applied. The truck enters into a large but not well maintained terminal. Each truck with its technical data is registered in computer by the Customs and the transit document is issued for the exit border. ASYCUDA system is installed. There is only one officer and one computer for this document. The operation takes at least 10-15 minutes. Each truck is charged about 280 USD as the charges of permit, fuel price difference, etc. According to legislations, trucks without TIR Carnet should be cleared only through agents o f Iranian companies, which charge 100 USED per truck. After, the vehicle is going to be physical checked by Customs starting with the cabin and ending with the special compartments for tools auxiliary equipments, food etc. At the exit barrier the truck is registered once again. Facilities for travelers.</p> <p>Media coverage for the Caravan. Excellent arrangements have been made by the Iranian transport authorities to receive the caravan. The local transport officials were extremely helpful.</p> <p>Observed waiting time at the barrier: 0' (no trucks in the border) Observed time for crossing procedures for a truck: 1.5 hrs. The heavy traffic is deviated on a much damaged road belt.</p>
8	<b>Iran - Jolfa</b>	<b>Azerbaijan, Nachchivan - Julfa</b>
	<p>Modernized BCP. Separate lanes for passengers and goods transport.</p> <p>About 300 vehicles pass every day. Up to 500 vehicles have been registered at times.</p> <p>High passenger traffic as well. Working hours limited for trucks but day and night for passengers.</p>	<p>Modern BCP with separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit but for passengers and truck drivers. The truck enters the border gate and is registered at the gate. The driver goes to the police window and gives for checking the passport. After stamp he gets a special form from police which he will fill in several data and which will be returned at the</p>

	<p>Separate police passport control windows for entry /exit and passengers/goods transport. The driver present the Passport to the police together with the registration documents of the truck/semitrailer which are checked and registered. After police control, the truck enters the Customs zone. The transit documents for the truck are collected and registered into computer very quickly. The truck is physically checked by Customs.</p> <p>Long queues for bank payments, custom, passport control etc. not strange due to heavy passenger traffic. Shortage of human resources in custom operations and passport control is felt. Transit issues like permit issuance are quick.</p> <p>Most of the processes are computerized, but improvement is required.</p> <p>Modern inspection equipment such as detector dogs absent. ASYCUDA system installed. Trucks without TIR Carnet can be processed only through the agents, who charge 100 USD per each truck.</p> <p>Equipment for handling containers absent. The majority of trucks using this border are Iranian, Turk or Azeri.</p> <p>Full or empty Turkish trucks occasionally use this route also to enter Iran from Naxchivan and then reenter Turkey from Bazargan border.</p> <p>In an interview, the custom and transport officials stated that they had no major problem with Azeri BCP authorities.</p> <p>Observed waiting time at the barrier: 15-20'</p> <p>Observed time for crossing procedures for a truck: 30-40'.</p>	<p>exit border gate. After he turns back to customs formalities and visiting the agencies windows. Finally the truck is checked physically. At the exit gate is registered once again.</p> <p>Iranian nationals do not need entry visa.</p> <p>Human resources seem to be adequate and well trained.</p> <p>X ray equipment, narcotic detector dogs, Single Window, etc available.</p> <p>Observed waiting time at the barrier: 15'</p> <p>Observed time for crossing procedures for a loaded truck: 40'-1hrs.</p> <p>Iranian nationals do not need entry visa.</p>
9	<b>Azerbaijan, Nachchivan - Sadarak</b>	<b>Turkey - Dilucu</b>
	<p>Modern BCP, fairly well computerized procedures, with separate lanes for passengers and goods transport. Separate police passport control windows for entry /exit but for passengers and truck drivers. The truck enters the border gate and is registered at the gate. The driver goes to the police window and gives for checking the passport. After stamp he returns the special form which he filled in at the entry border gate. After he turns back to customs</p>	<p>Long queue of trucks waiting to enter Turkey. Quite old and outdated BCP with one mix entry for trucks and busses. Police window for passport check and after it, is difficult to understand the logic of the steps to be followed in fulfilling the border crossing procedures. The driver starts customs formalities visiting different agencies windows. In the end Head of Customs checks all documents and gives the final signature. Finally the truck is checked physically. At</p>

	<p>formalities and starts visiting the agencies windows. Finally the truck is checked physically.</p> <p>Single Window system, X ray equipment, drug detector dogs available.</p> <p>Iranian nationals do not need visa. For Turkish nationals, visa is issued at the border.</p> <p>Observed waiting time at the barrier: 15'</p> <p>Observed time for crossing procedures for a loaded truck: 40'-1hrs.</p>	<p>the exit gate is registered once again.</p> <p>Basic equipment such as X ray absent. Human resource inadequacy both in quantity and training is obvious.</p> <p>Under the existing situation, there seems to be no prospect for increased traffic from this BCP.</p> <p>Due to a stamp which was not put by the Turkish Customs at the exit of Turkey on a ATA Carnet which travels with the necessary materials and objects for organizing ceremonies en route, the entry formalities of the caravan are much delayed. Despite several calls to Turkish Customs, Ministry of Transport and TOBB which very much helped the entry of the caravan, the Customs of Dilucu delayed the entry into Turkey of the caravan.</p> <p>Observed waiting time at the barrier: 1-2 hours</p>
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### **Preparatory Activities for Deployment of the Caravan**

October-September 2011 Visa procedures for drivers and the accompanying team,

17 September 2010 – 21 September 2010

Tehran - Administrative Preparatory Activities (Teaming, Tarpaulins for trucks, finalization of the route, other administrative and preparatory activities)

21 September 2010 - Deployment of Trucks from Mammut Company Premises to Tehran

22 September 2010 - Official Ceremony for departure of the Caravan organized by Iran Ministry of Transport

23 September 2010 - Return of the Trucks to Mammut Factory Premises, final preparations for departure

### **ANNEX III**

#### **Recapitulation: the ECO – IRU Silk Road Truck Caravan**

- |   |          |
|---|----------|
| 1. Number of Preparatory days in Tehran:                    | 8 days   |
| 2. Number of operational days:                              | 30 days  |
| 3. Total km traveled by the Caravan:                        | 11432 km |
| 4. Number of border crossing points crossed by the Caravan: | 18       |



**ANNEX IV****List of the ECO/IRU Demonstration Silk Road Truck Caravan Team**

No.	Country	Name	Position
<b>A) Caravan Leadership</b>			
1.		Mr. Hooman Fathi	ECO Secretariat/Head of Delegation
2.		Mr. Adrian Albu,	IRU/Expert
3.		Mr. Selcuk Dersan Erden,	IRU/Cameraman
4.		Mr. Hojat Mohammadi Moghadam	Driver/ECO Car
<b>B) Participating Drivers</b>			
5.	<b>Afghanistan</b>	Mr. Buri Darwish	Driver
6.	<b>Azerbaijan</b>	Mr. Salim Hasanov	Driver
7.	<b>Iran</b>	Mr. Davood Nagjari	Driver
8.	<b>Kazakhstan</b>	Mr. Cengiz Simsek	Driver
9.	<b>Pakistan</b>	Mr. Abdul Razaq,	Driver
10.		Mr. Abdullah Jan,	Driver
11.		Mr. Haji Fateh Khan	Driver
12.	<b>Tajikistan</b>	Mr. Umedjon Yarmatov	Driver
13.	<b>Turkey</b>	Mr. Hasan Kanberoglu	Driver
14.	<b>Turkmenistan</b>	Mr. Myratdurdy Bayramdurdyyev,	Driver
15.		Mr. Sattar Taymuradow	Driver

