



## Role of Maritime Transport in the Development of Logistics and Trade along the Transport Corridor TRACECA

*Speech presented by*  
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The TRACECA countries gradually realize the Strategy for TRACECA development for the period 2016 – 2026, one of the main objectives of which is the creation of sustainable infrastructure chain for the promotion of multimodal transport with step-by-step integration of the corridor into the Trans-European Transport Networks (TENs)



- More than 40 % of this budget was utilized for the development of transport infrastructure of the TRACECA corridor
- According to preliminary data the IFI investments to the transport infrastructure of the TRACECA corridor presently made more than 4 billion euros

*85 projects*  
—  
*187 mln*  
*euro*



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A modern maritime port is a component of international logistical and distributional system, a point where the participants of the delivery chain meet and cooperate, by making an additional value.





## Caspian Sea

- ❖ Commissioning of the first phase of construction of a new Baku Port in the settlement of Alyat. On 9 January 2018 there were commissioned two berths for the receipt of RO-RO ships.
- ❖ In October 2017 there was officially commissioned the railway route Baku-Tbilisi-Kars, being the shortest route for transportation of goods and passengers from China and Central Asia in the direction of Turkey and further to the countries of South-Eastern Europe.
- ❖ There was commissioned the ferry terminal in the port of Kuryk (Kazakhstan). The terminal is aimed at intensive servicing of ferries with simultaneous handling of two ships. The annual terminal intake capacity makes 4,0 – 4,5 million tons of cargo. This will also make it possible to considerably improve the transshipment of goods to the neighbouring countries of the Caspian region and further to Europe.
- ❖ Much attention is paid to the development of the Iranian ports. More than 5 billion USD were invested from public and private sectors to the development of trade ports in Iran.



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The project of a new International Port of Turkmenbashi (Turkmenistan) is an investment to the infrastructure for whole Eurasia, being the base for the development of trade relations with the Caspian countries.





The multimodal complex of **Chernomorsk port (Ukraine)** is one of the most promising directions crossed by railway-ferry and RO-RO lines connecting Ukraine with Bulgaria (Varna, Burgas), Georgia (Poti, Batumi) and Turkey (Derinje, Khaydarpasha and others).



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As you are well aware, the existing ferry terminal in the port of **Constanta (Romania)** and the terminal serving RO-RO and RO-RAX ships create good prerequisites for the development and improvement of multimodal transport along the following routes







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The Bulgarian ports Varna, Burgas serving the regular shipping lines are crossed by railway ferry routes and RO-RO routes, connecting Bulgaria with Ukraine (ports of Chernomorsk, Odessa, etc.), Georgia (ports of Poti, Batumi)





The ports of Derinje, Khaydarpasha, Samsun are connected with railway-ferry lines between the Turkish ports and the ports of Ukraine, Romania and Georgia, making thereby a considerable contribution to the development of the transport corridor Europe-the Caucasus-Asia.



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In December 2017 the construction of Anaklia, the largest port in the region, was officially launched in Georgia.





The world maritime traffic is gradually growing with the volumes surpassing 10 billion tons on the outcomes of 2018 for the first time in the history of mankind



For a long time, Romania has been making great efforts to use the transport potential of its country for the benefit of development of transport connections between Europe and Asia, and the on-going and completed infrastructure projects in Romania contribute to the invigoration of the restoration of the Historic Silk Road

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THANK YOU FOR ATTENTION !

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