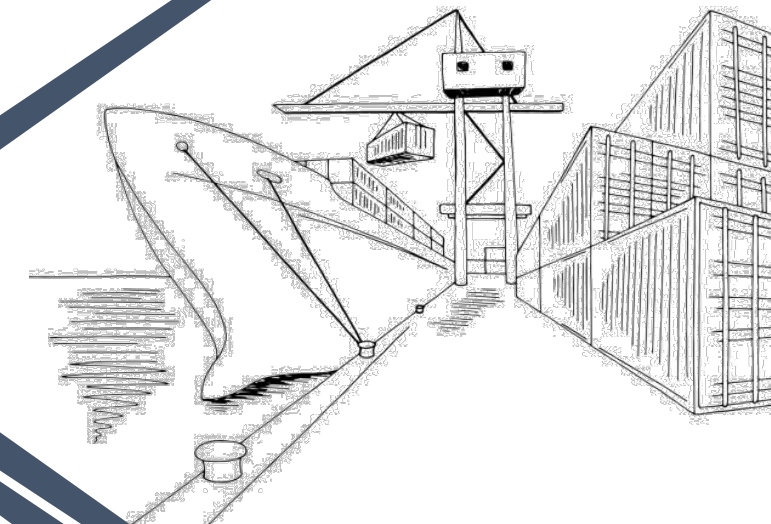
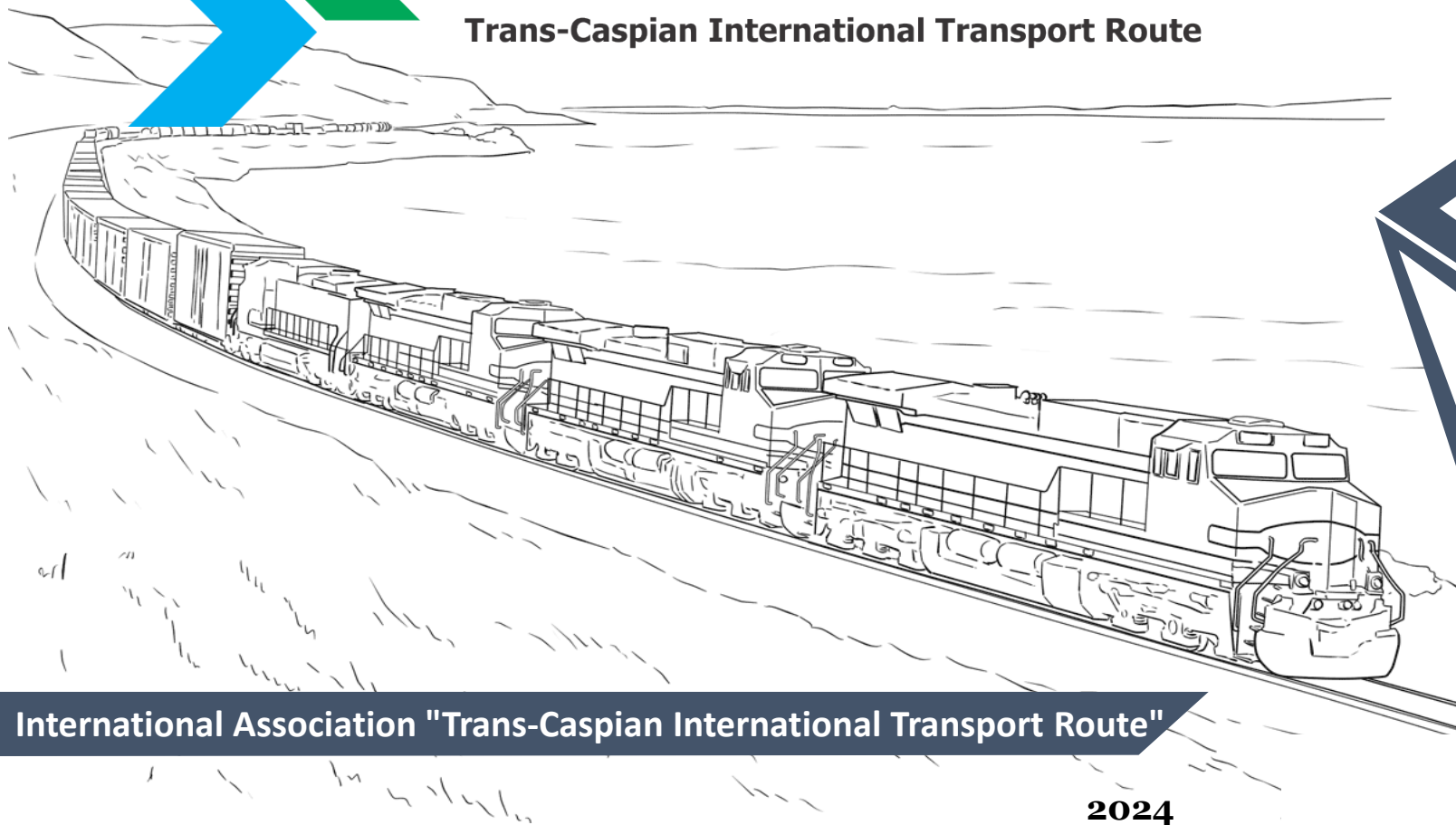


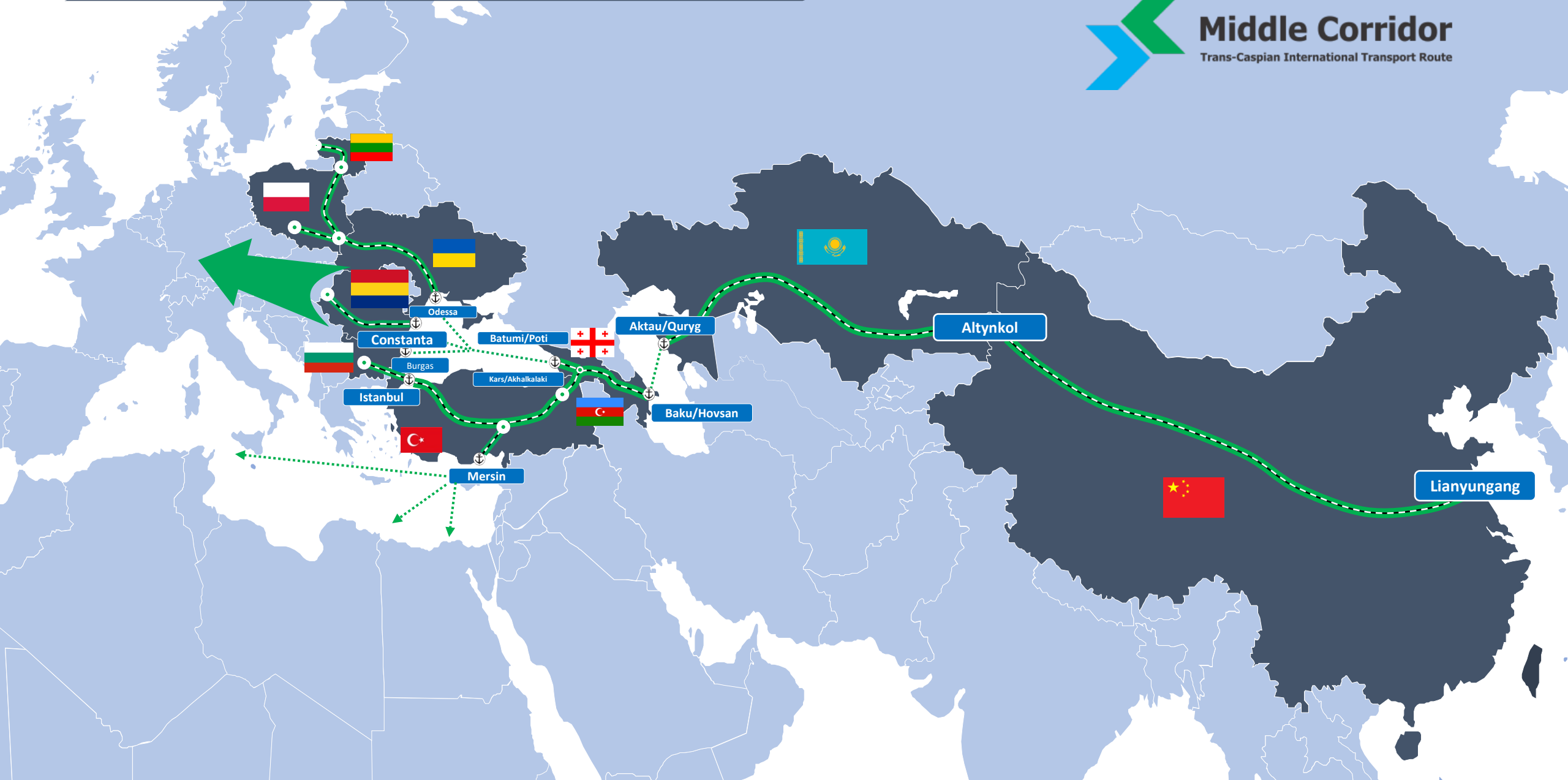


Middle Corridor

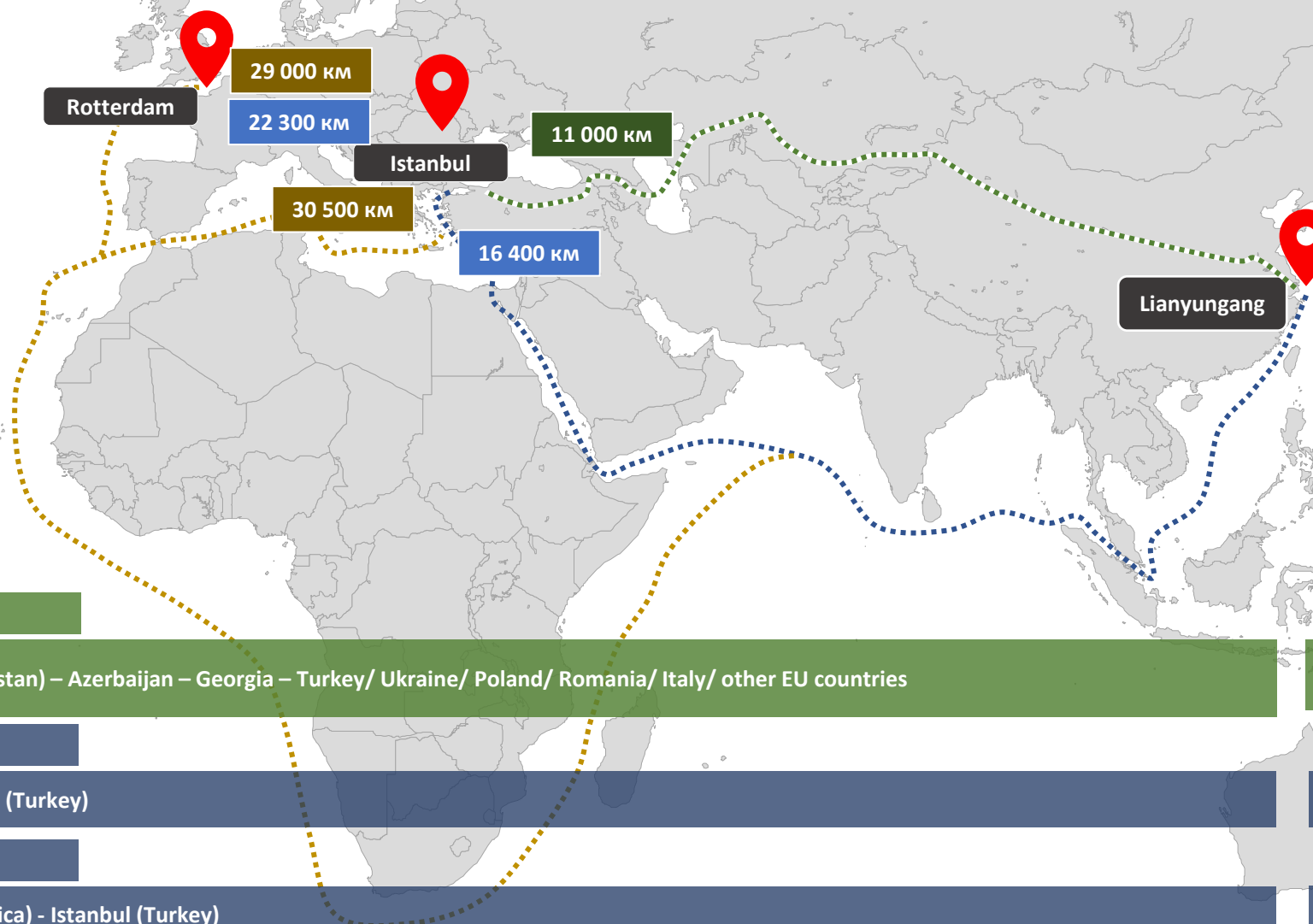
Trans-Caspian International Transport Route



TRANS-CASPIAN INTERNATIONAL TRANSPORT ROUTE



TITR AND ALTERNATIVE SEA ROUTES



TRANS-CASPIAN ROUTE

Lianyungang (PRC) - Aktau/Quryq (Kazakhstan) – Azerbaijan – Georgia – Turkey/ Ukraine/ Poland/ Romania/ Italy/ other EU countries

9 400 –
11 000 km

13-23 days

SEA ROUTE

Lianyungang (PRC) - Suez (Egypt) - Istanbul (Turkey)

16 400 km

35-45 days

SEA ROUTE (bypassing Africa)

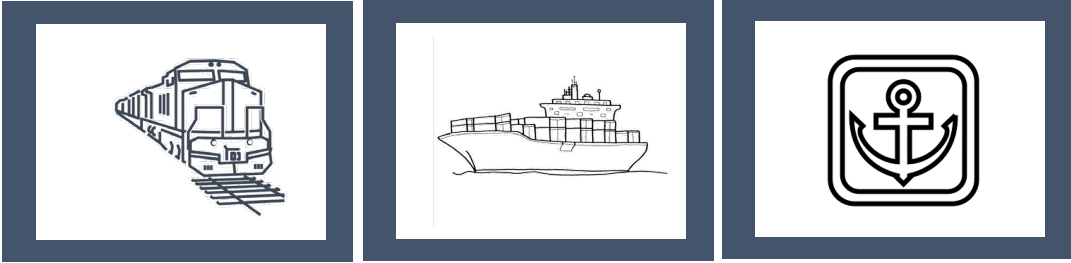
Lianyungang (PRC) - Cape Town (South Africa) - Istanbul (Turkey)

30 500 km

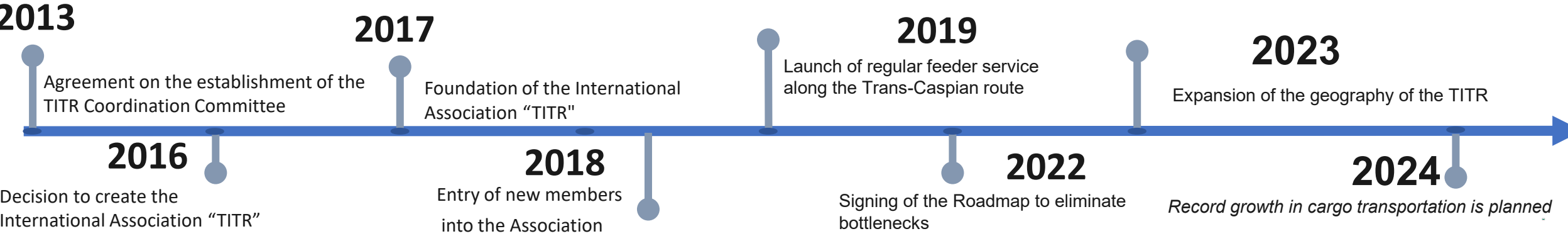
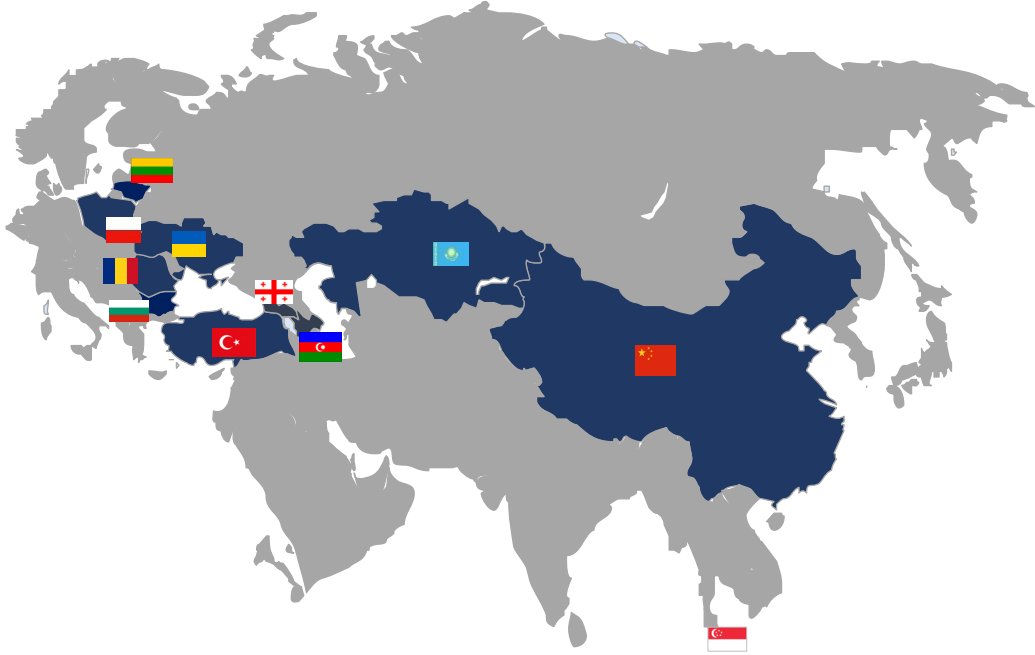
60-65 days

The international association “Trans-Caspian International Transport Route” was founded in **January 2017**. During this time, **25 infrastructure and logistics companies from 11 countries of the world** became members of the association, thereby forming a synergy of logistics infrastructure along the entire route.

TITR infrastructure



7 railways
10 seaports and terminals
2 shipping companies



MEMBERS OF THE INTERNATIONAL ASSOCIATION "TITR"



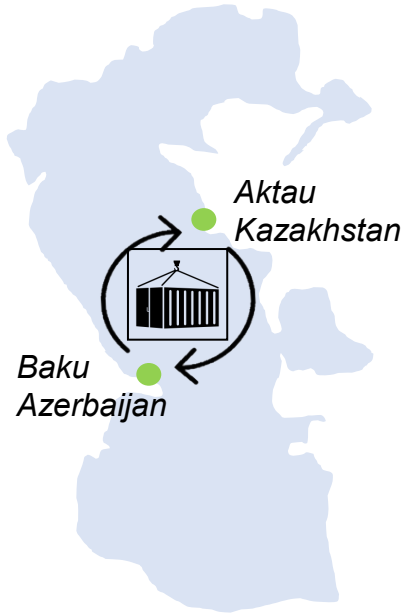
Regular members

Associate members



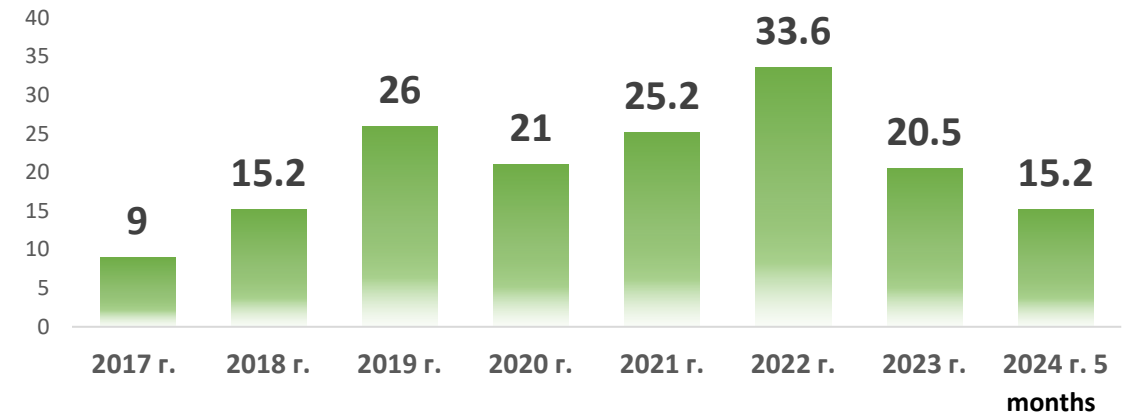
QURYQ PORTY
QAZAQSTAN





In 2019, a regular **feeder service** was launched in the direction Aktau port - Baku port - Aktau port. Regular feeder service helps to increase cargo flow along the TITR and further develop cargo containerization in the Caspian region.

from 2017 to 2024 (5 months), 165.8 thousand TEU were transported along the TITR



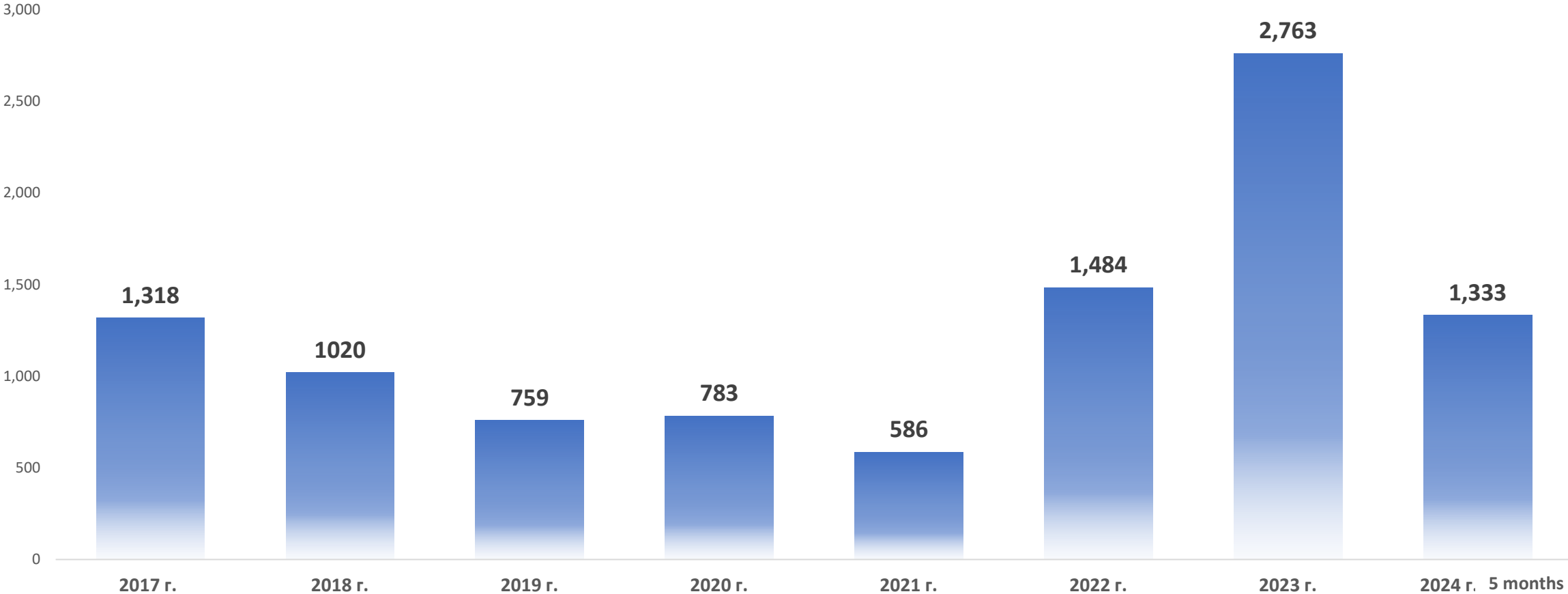
DYNAMICS OF CONTAINER TRANSPORTATION FOR 2017 -2023, THOUSAND TEU



Launch of a regular container **“shuttle train”** from Altynkol station (December 2, 2022). Regular shuttle trains run strictly according to the established schedule and firm schedule, on Mondays, Wednesdays and Fridays along the route Altynkol station - Aktau port - Baku port - Poti/Batumi port and Akhalkalaki station (Georgia).

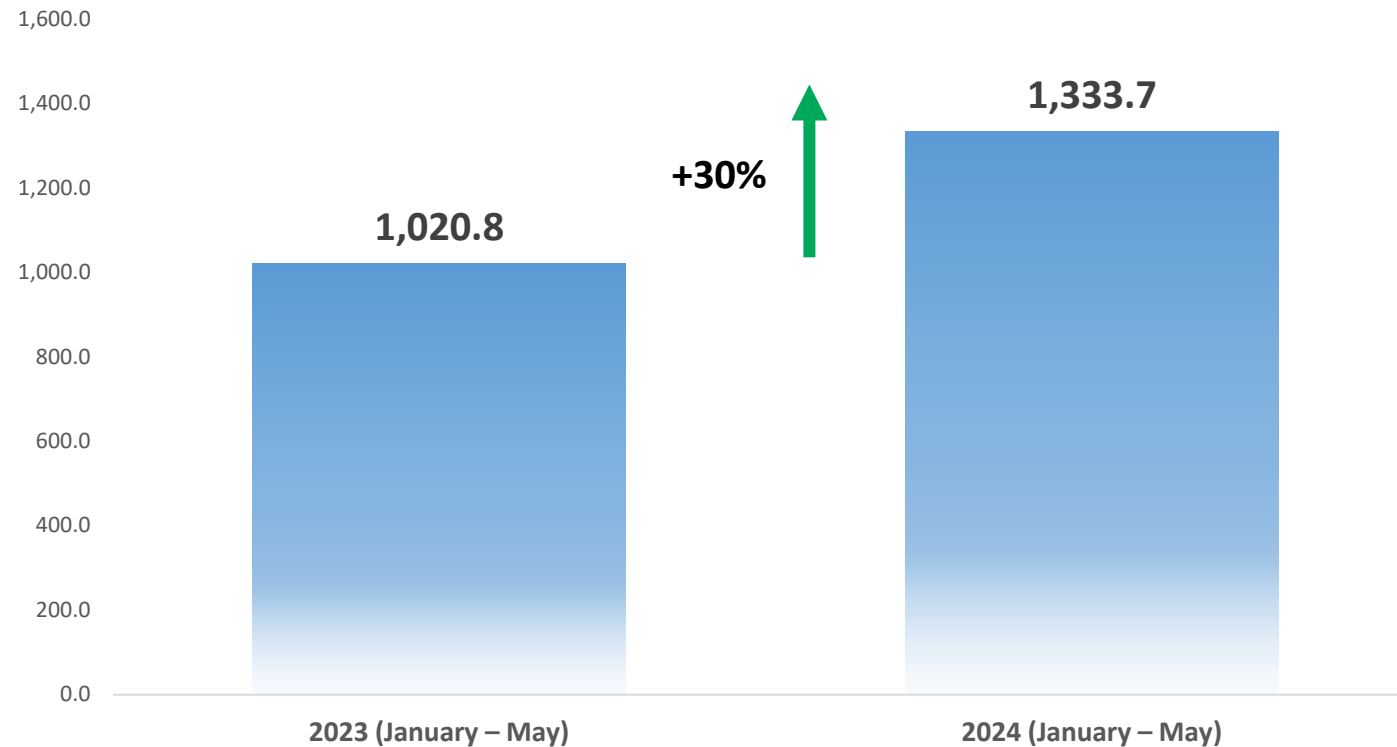
The delivery time for trains from Altynkol station to the ports of Poti and Batumi is 11-13 days.

from 2017 to 2024 (5 months), 10 million tons were transported along the TITR



TRANSPORTATION VOLUME VIA TITR IN 2024 (5 MONTHS)

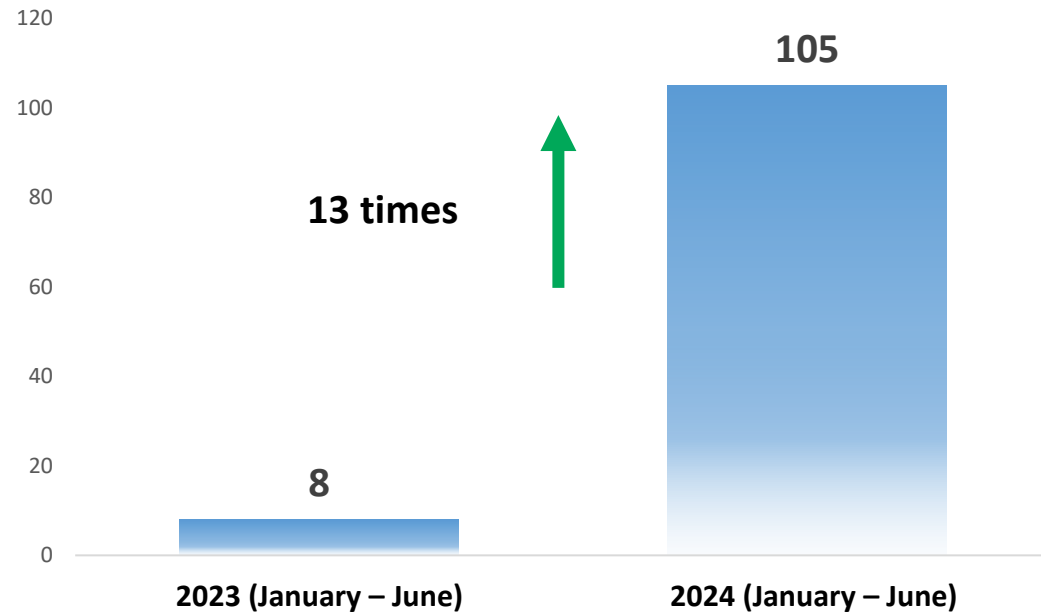
Transportation volume, thousand tons



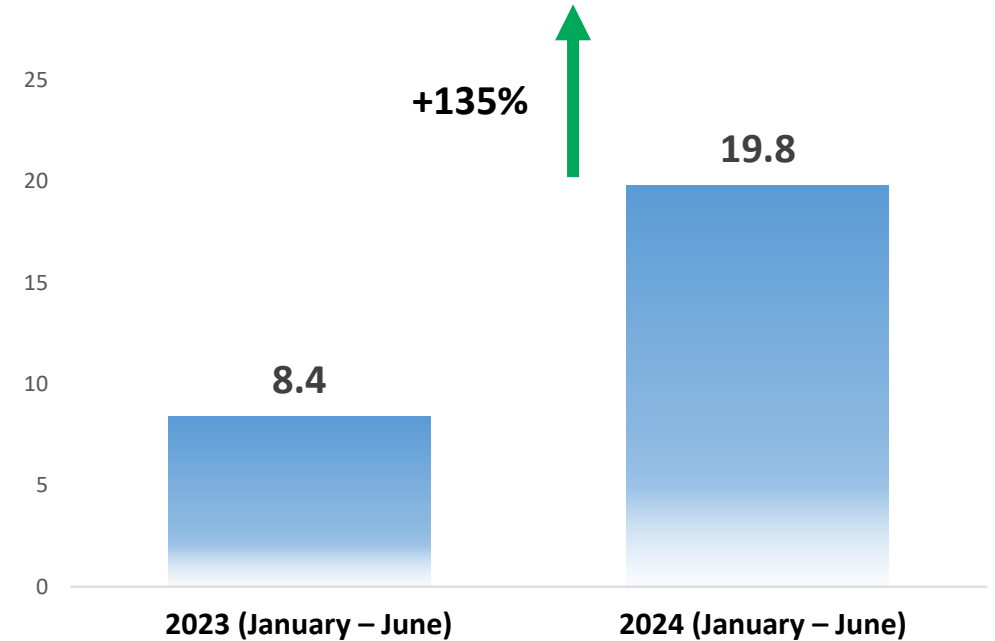
The volume of transportation along the TITR route in the first 5 months of 2024 amounted to **1 333,7 thousand tons**, which is **30%** higher compared to the same period in 2023.

TRANSPORTATION VOLUMES VIA TITR IN 2024 (6 MONTHS)

BLOCK TRAINS



CONTAINER TRANSPORTATION, THOUSAND TEU



In 6 months of 2024, **104 block trains** have been operated, which is **13 times** more than the same period in 2023

Over the first 6 months of 2024, container traffic along the TITR **increased by 135%** compared to the same period in 2023.

Summer 2022

38-53 days

from China to Poti/Batumi/Akhalkalaki

 3 days

 12 days

 23-38 days





Summer 2023

19-23 days

from China to Poti/Batumi/Akhalkalaki

 3 days

 6 days

 10-14 days





now

14-18 days

from China to Poti/Batumi/Akhalkalaki

 3 days

 5 days

 4-5 days



At the moment, cargo transportation along the route Altynkol - Georgian ports is carried out in 14-18 days, which is 2-3 times faster than it was in the summer of 2022

INFRASTRUCTURAL OPPORTUNITIES OF TITR IN THE MEDIUM TERM

The "Roadmap for the simultaneous elimination of bottlenecks and the development of the TITR route until 2027" provides for:



- construction of the Multifunctional Marine Terminal "Sarzha" in the port of Kuryk 2022-2027;



- construction of berths and an additional ferry complex in the port of Kuryk 2024-2026;



- construction/acquisition of ferries



- construction of a container hub in the port of Aktau



- reconstruction and lengthening of berths, dredging of the water area, renewal of the fleet of transshipment equipment in the port of Aktau in 2023-2026;



- construction of the 2nd phase of the Baku port and an increase in the throughput of the dry cargo berth, 2024-2026;



- acquisition / attraction of a fleet of wagons for the railways of Azerbaijan, 2022-2024;



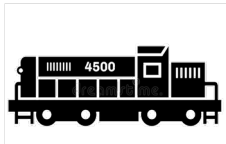
- commissioning of the new Baku-Tbilisi-Kars railway line by the end of the second quarter of 2024



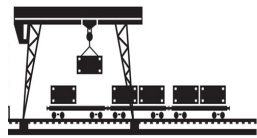
- completion of the modernization of the section of the Georgian Railway by 2024



- increase in the processing capacity of the port station in the ports of Poti and Batumi, 2024;



- purchase/repair and/or attraction of locomotives for Georgian railways, 2022-2025.



- construction of a 400-meter berth and a new terminal complex for containers and general cargo in the port of Poti, implementation period 2 years

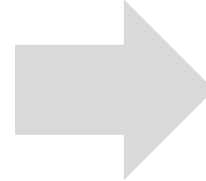
On January 29-30, 2024, In the framework of the Global Gateway Investment Forum for EU-Central Asia Transport Connectivity was announced that international partners are committed to providing **10 billion euros of investment for the development of sustainable transport links in Central Asia**, including new commitments from the European Commission and the European Investment Bank in the amount of 1.5 billion euros.



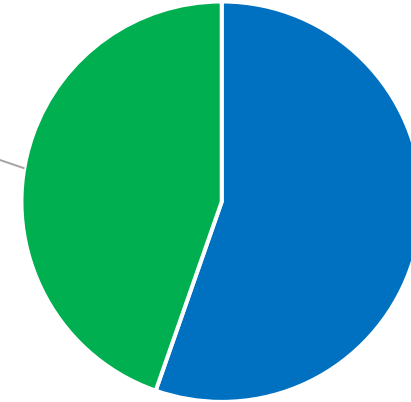
Total transported in 5 months. 2024:



1 333 thousand tons

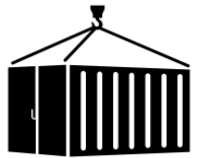


available capacity
45%

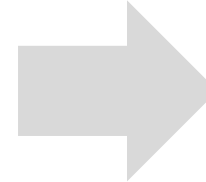


workload
55%

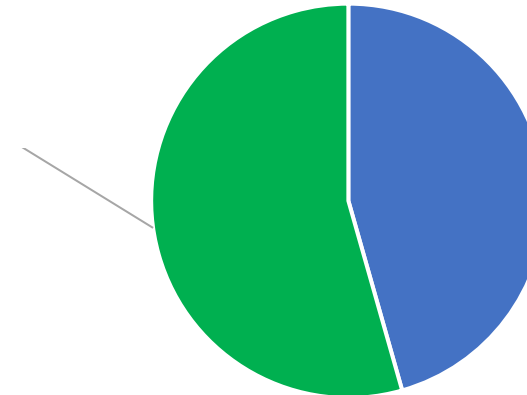
Container transportation for 5 months. 2024:



15,2 thousand TEU



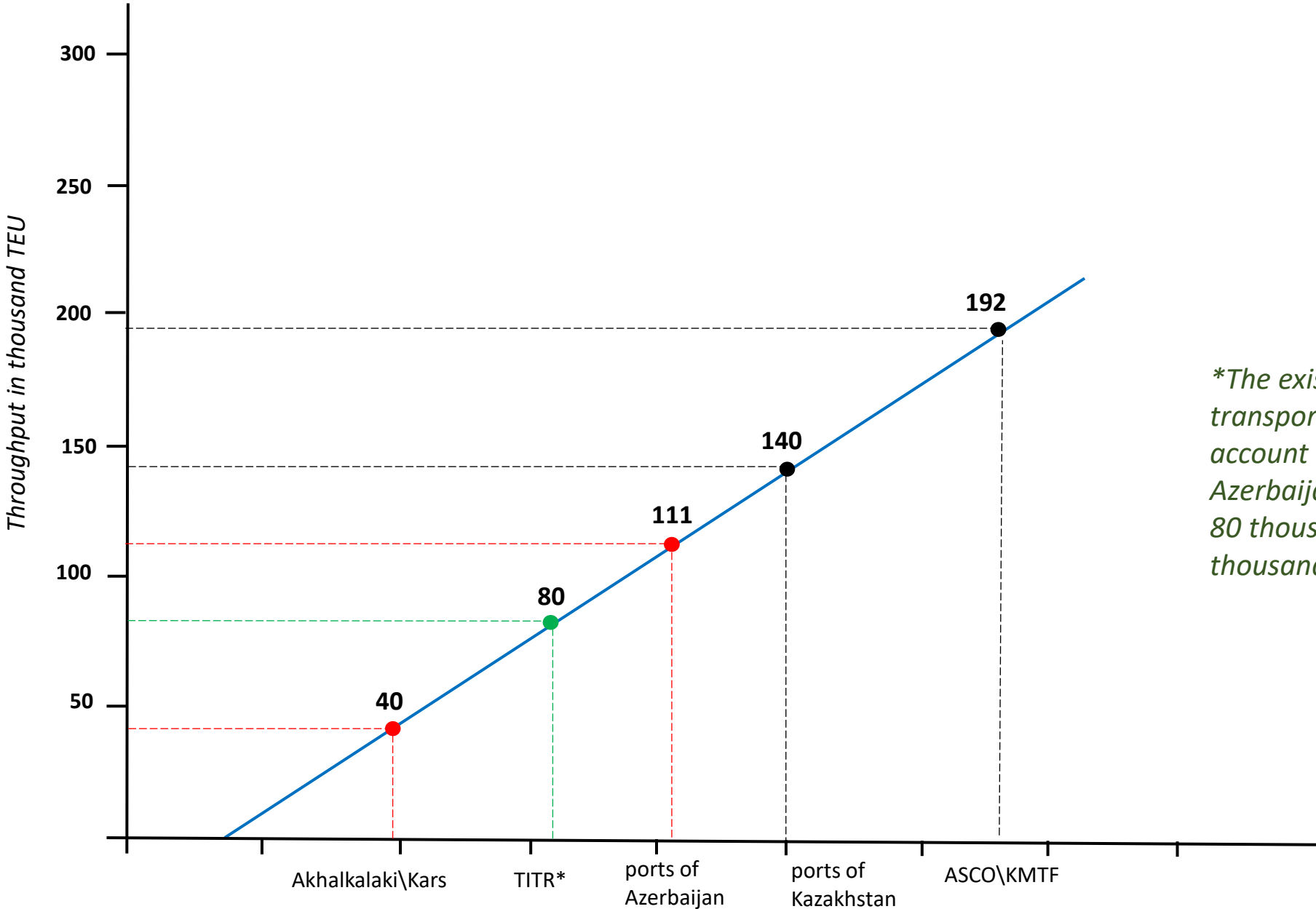
available capacity
54%



workload
46%

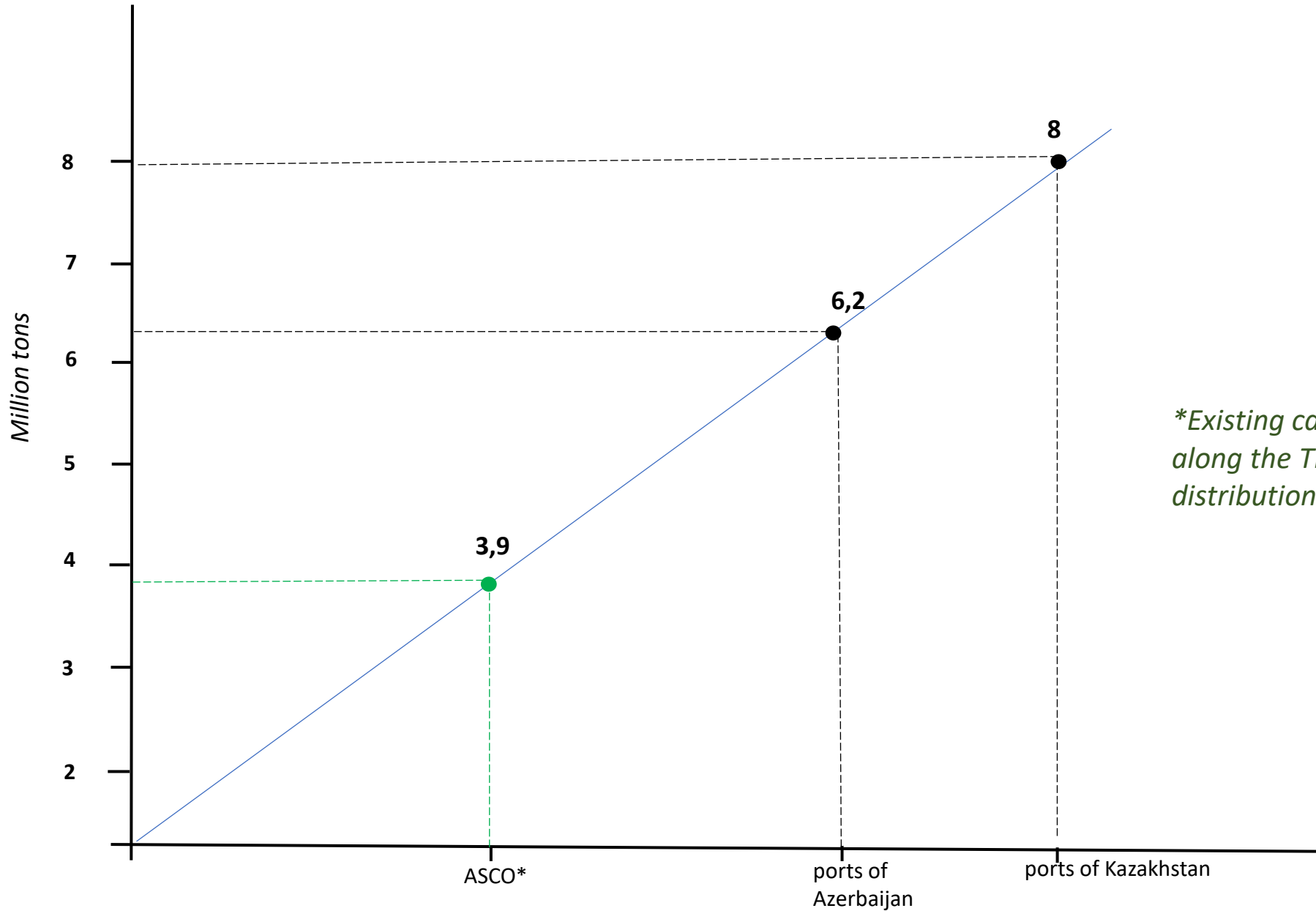
With a total capacity of the TITR route of 5,780 thousand tons, according to the results of 5 months of 2024, the route was loaded at 55%, the load of container traffic, with the existing throughput of 80 thousand TEU, for 5 months of 2024 was 46%.

Container transportation capacity via TITR



**The existing capacity of container transportation along the TITR, taking into account the distribution of capacities of Azerbaijani ports in the direction: Kazakhstan 80 thousand TEU, Turkmenistan - 31 thousand TEU.*

Capacity of ferry transportation along the TITR



**Existing capacity of ferry transportation along the TITR, taking into account the distribution of ASCO capacities*

5S concept



5S

The diagram features a large green circle with a white border. Inside the circle, the letters '5S' are written in a bold, dark blue font. Four green lines extend from the center of the circle to the top, bottom, left, and right edges, dividing it into four quadrants.

Stable price – application of uniform transparent tariff conditions for a long period

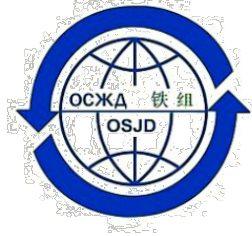
Speed – ensuring cargo delivery on time

Service – provision of services on a “one-stop-shop” basis using advanced digital technologies

Sustainability - ensuring the stability of the execution of route customer service processes

Safety – ensuring the safety of cargo along the route

THE INTERNATIONAL COOPERATION



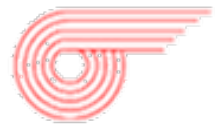
OSJD

TRACECA



FERRMED

China Transport and Communications Association



China Association of International Freight Forwarders

NC "Sea Ports Administration" S.A. Constanta





Thank you for your attention!

