



**THE MINISTRY OF DIGITAL DEVELOPMENT AND
TRANSPORT
OF THE REPUBLIC OF AZERBAIJAN**

**22ND TRANSPORT SECTOR COORDINATING
COMMITTEE MEETING**

**DEVELOPMENT OF
CAREC CORRIDORS IN
THE TERRITORY OF
AZERBAIJAN**

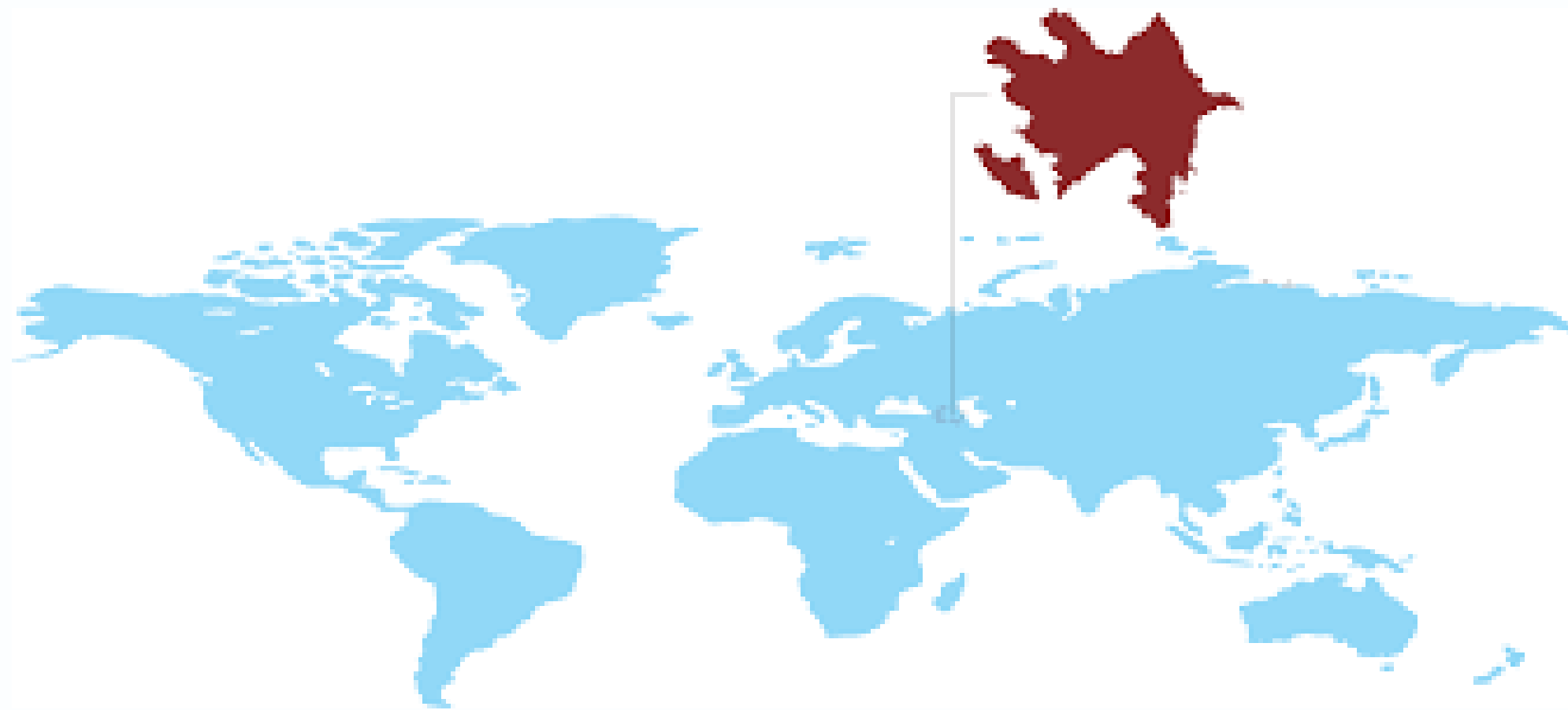


Presented by:

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17.06.2025

THE STRATEGIC LOCATION OF AZERBAIJAN AND STRONG POLITICAL WILL



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The government of Azerbaijan is prioritizing the development of the transport corridors passing through the country as a strategic national objective.

Major infrastructure investments are being made to support this initiative. Over the past 20 years, Azerbaijan has invested billions of dollars in its transport sector.

Goals of these investments include:

- Enhancing trade flows along the corridors.
- Improving multimodal connectivity (road, rail, sea, and air).
- Reinforcing Azerbaijan's role as a crucial link in the Europe-Asia trade network.

ALIGNMENT WITH CAREC 2030 STRATEGIC PILLARS

According to the CAREC 2030 Strategy, comprehensive work is underway in the territory of Azerbaijan across all five strategic transport pillars:

- Cross-border Transport and Logistics Facilitation
- Roads and Road Asset Management
- Road Safety
- Railways
- Aviation



CAREC CORRIDORS DEVELOPMENT IN THE TERRITORY OF AZERBAIJAN

Cross-border Transport and Logistics Facilitation

- After reconstruction, the "Khanoba" border checkpoint can now handle over 550 cargo trucks, 1,000+ passenger vehicles, 30+ buses, and up to 5,000 people per day in each direction.
- The throughput capacity of the new modular border checkpoint in Astara is 250-300 freight vehicles per day in the import and export directions, and 500-600 freight vehicles in total.
- The throughput capacity of the Red Bridge border crossing point is 500 freight vehicles per day in each direction.
- Construction of the Silk Road – Abreshumis Gza border crossing will begin soon.

ROADS AND ROAD ASSET MANAGEMENT

- Work is currently ongoing on the construction and reconstruction of roads in accordance with the standards of the first technical degree along the transport corridors passing through the country.
- A new highway Baku-Guba-Russian Federation state border was opened in 2023.
- The construction of the Horadiz-Aghbend highway is approaching its final stage.
- Azerbaijan implemented a total of 44 road construction projects from 2020 through 2024 in the liberated territories.

ROAD SAFETY

- "State Program on Road Traffic Safety for 2019-2023" was adopted.
- The program aims to minimize economic and environmental damage caused by road incidents.
- Enhancing management and governance in the area of road safety.
- Developing a mobility strategy that ensures safe, efficient, and comfortable travel for all road users.
- The State Program for the Improvement of Transport Infrastructure in Baku and Surrounding Areas for 2025–2030 has been adopted.

RAILWAYS

- The total 54% of the Azerbaijan railway lines were electrified, the length of single-track and double-track lines was increased to 343 and 807 km, respectively.
- The throughput capacity of the Baku-Tbilisi-Kars railway has been increased to 5 million tons.
- Construction work on the Horadiz-Aghband railway line, which is part of the Zangezur corridor, is ongoing.
- In 2024, Azerbaijan Railways transported 18.6 million tons of cargo, with transit cargo accounting for 40% of the total. The freight transportation target for the current year is set at 20 million tons.

AVIATION

- Azerbaijan is proud of its network of **10 airports**, with **9** of them holding the esteemed designation of "international airport."
- The opening ceremony of Lachin International Airport was held on May 28.
- Construction of a new cargo terminal within the Alat Free Economic Zone has commenced and it is scheduled to be operational by mid-2026, with a capacity of 1.5 million tons.
- Azerbaijan's air cargo fleet, currently comprising 16 aircraft, is set to expand with the addition of 12 more eco-efficient planes by 2032.

ACTION PLAN 2024-2026 ON INCREASING THE TRANSIT POTENTIAL OF INTERNATIONAL TRANSPORT CORRIDORS PASSING THROUGH THE TERRITORY OF THE AZERBAIJAN

Physical infrastructure

- Formation of adequate physical infrastructure for highways, railways and port operations
- Strengthening the transmission capacity of BCPs

COLLABORation and coordination

- Elimination of legal, documentation and procedural inconsistencies, harmonization
- Offering logistics solutions for MC
- Expansion of international cooperation at various levels

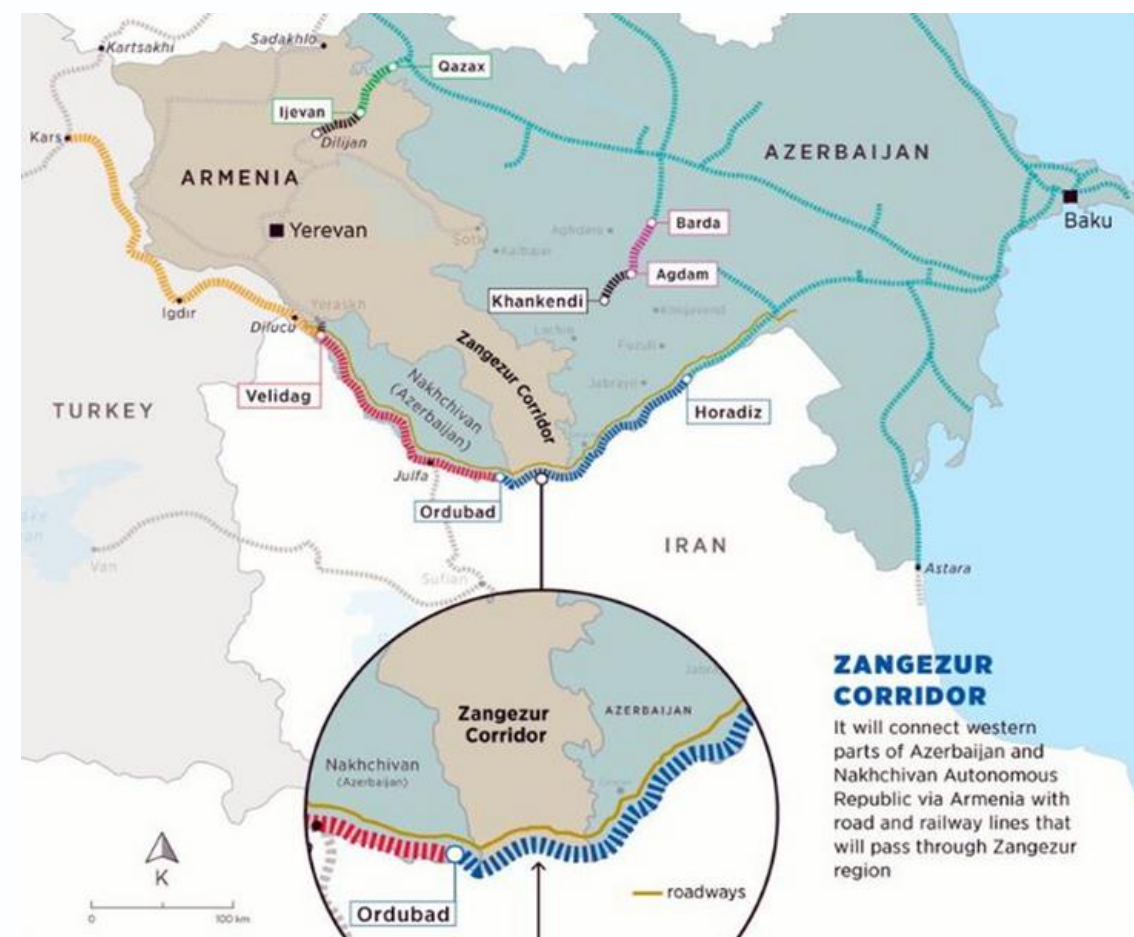
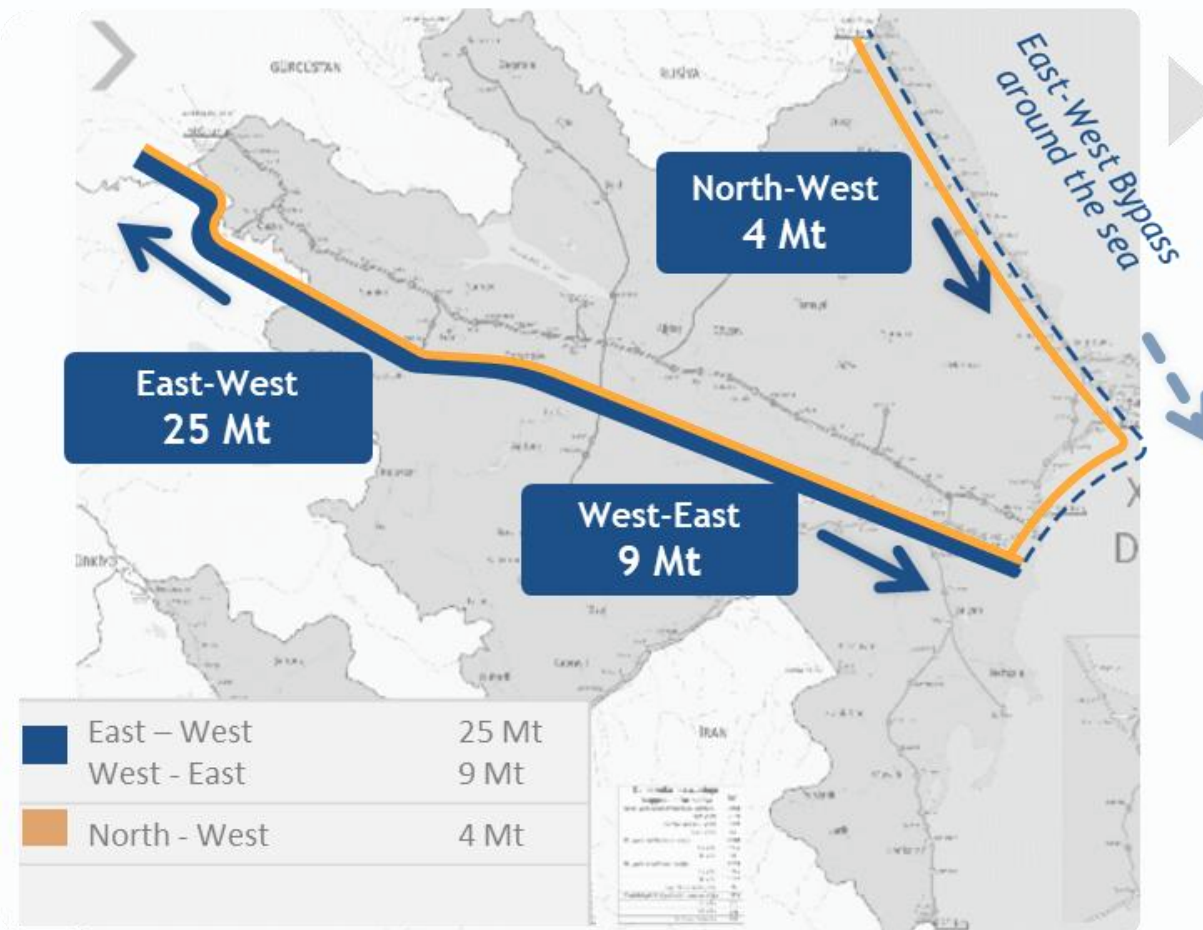
Operational efficiency

- Ensuring reliability and predictability of operations and logistics services
- Simplification of processes and procedures
- Maintaining attractiveness with rates and delivery time

DIGITALIZATION

- Creation of country-specific Digital Hub and regional integration through PoP
- Mutual recognition and acceptance of electronic documents and signatures by all interested parties

PHYSICAL INFRASTRUCTURE



- The estimated demand for the East-West corridor is (25 Mt), and Azerbaijan Railways current infrastructure capacity is (20 Mt).
- Among many infrastructure projects, the construction, repair, electrification and improvement of railway lines in the country, as well as the expansion and reconstruction of highways has allowed lead time to decrease.
- Azerbaijan owns the largest maritime fleet in the Caspian Sea with 53 ships, including 13 ferries, 2 Ro-Ro ships, and 2 Ro-Pax ships.
- Construction works on the "Horadiz-Aghband" railway and highways are being continued in the liberated territories. The railway line will connect to the Kars-Nakhchivan railway through the Zangezur corridor and will play an important role in shaping the position of Azerbaijan as a transit hub.
- The opening of the East Zangazur-Nakhcivan route is expected to enhance the transit potential by 10-12 million tons/year.

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BAKU INTERNATIONAL SEA TRADE PORT



- Alat Port is located at the crossroads of two major transportation corridors the East-West and the North-South – an area where main railways and highways networks meet.
- The Port of Baku became the first port in the Caspian region to be awarded the European Sea Ports Organization (ESPO)'s PERS -“EcoPorts” certificate

THE FIRST STAGE

The first stage of the new port has a capacity of up to 15 million tons of cargo and 100 thousand TEU annually.

THE SECOND STAGE

Planned to increase the capacity of Alat port from 15 million to 25 million tons and 500 thousand TEU

ALAT FREE ECONOMIC ZONE (AFEZ)

Established: 2020 by Presidential Decree; Law adopted in 2018

- Area: 6,500 ha + 1,000+ ha for future expansion
- Legal Status: Independent regulatory regime with one-stop shop for business registration, permits, dispute resolution

Strategic Location & Connectivity

- Proximity: Near Baku International Sea Trade Port
- Access: Integrated rail, road, sea, and air transport

Incentives for Investors

- Tax exemptions: Income tax, property tax, VAT, customs duties
- Property immunity and simplified customs procedures
- Visa access and strong intellectual property rights protection

Major Infrastructure Projects

- Alat Cargo Airport: Capacity of 500,000 tons/year; expandable to 1.5–2 million tons
- Alat Cargo Village: Multimodal logistics hub attracting global giants (Amazon, DHL, FedEx)



OPERATIONAL EFFICIENCY

- Close cooperation established among national institutions and with regional partners (Kazakhstan, Turkey, Georgia, etc.) to ensure efficient and sustainable transit cargo transportation.
- Integrated management systems launched, including the Operational Management Center and Medium-Term Planning Center at Alat Port.
- Coordination Council for Transit Cargo Transportation works to optimize the country's transit potential and resolve emerging issues.
- Significant results achieved: ship processing time at Alat Port reduced from 20 hours to 4–5 hours.



COLLABORATION AND COORDINATION

- Established in 2015 by Presidential Decree, the Coordinating Council on Transit Freights sets common transport conditions and works to improve transit procedures. Efforts continue within the Council to address challenges and facilitate smoother movement of goods.
- Azerbaijan is the current holder of the presidency of the International Transport Forum Summit for 2025-2026, having been elected by member states in 2023.



COLLABORATION AND COORDINATION

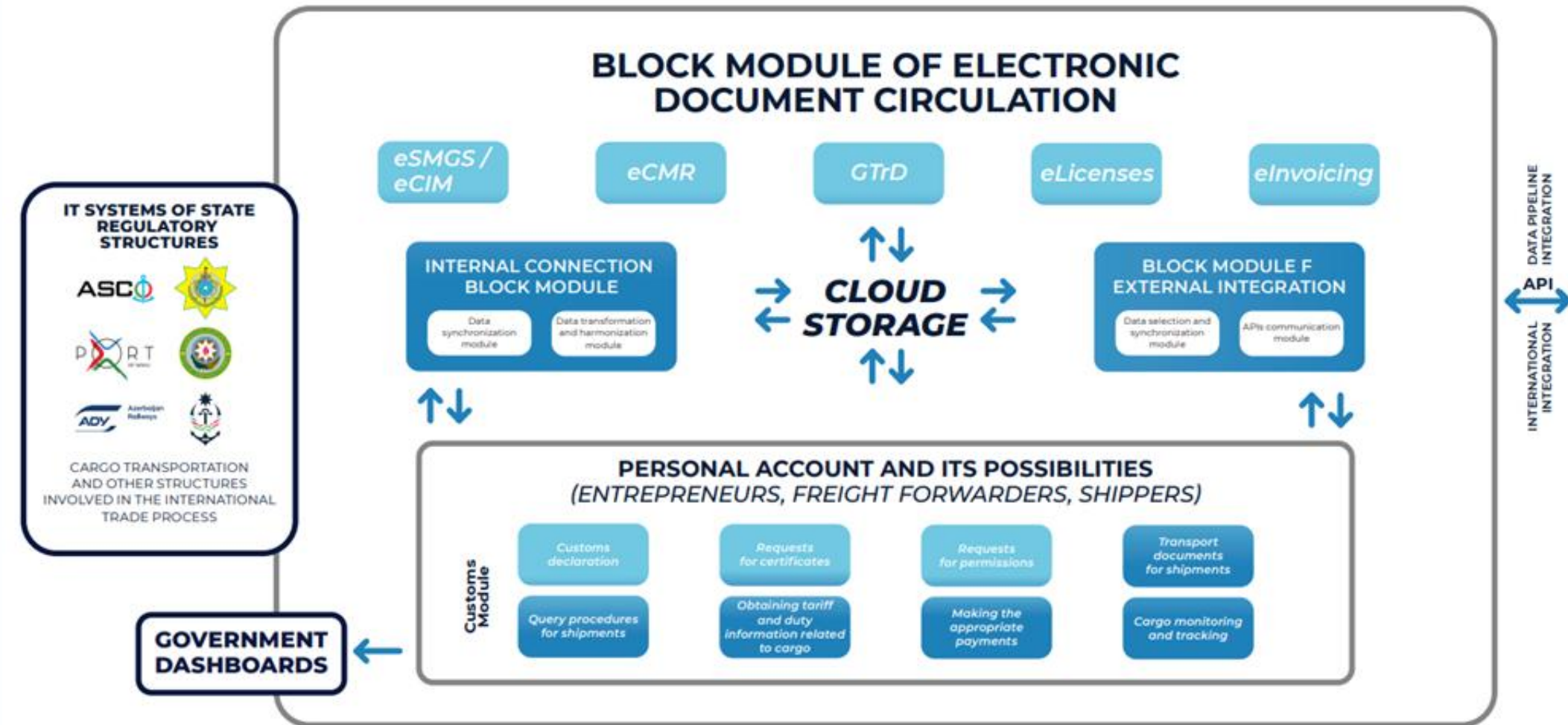


- In 2022 was confirmed the "2022-2027 Road Map on the elimination of the bottlenecks along the Middle Corridor (route through Azerbaijan, Turkey and Kazakhstan)
- On August 2023 was signed the Road Map for 2023-2024 on deepening strategic partnership between the Republic of Azerbaijan and the Republic of Uzbekistan
- Joint Venture-Middle Corridor Multimodal was established between Azerbaijan, Kazakhstan and Georgia to ensure seamless operations
- MoU on the Development of Trans-Caspian International Transport Routes for the China-Europe Railway Express was signed on July 3 2024 at the SCO Summit held in Astana
- In 2024, for the first time, bilateral "Permission blanks" started to be exchanged between Azerbaijan and China for the international cargo transportation by road
- As a part of the "China-Europe direct rapid transit -Trans-Caspian test transports" project, 3+16 test freight vehicles departed from China arrived in Azerbaijan. Currently, the transfers are carried out continuously.

DIGITALIZATION

Digital Transport and Logistics Platform

- Integration: Connects data from ports, railways, customs, and relevant authorities
- Key Feature: Single electronic transit document to streamline operations
- Benefits:
 - Reduces bureaucracy and paperwork
 - Minimizes terminal and border queues
 - Enhances coordination and efficiency
 - Supports faster, smoother, and more sustainable transit



DIGITALIZATION



- Azerbaijan is also leading efforts in transport digitalization, including the implementation of e-Permit, e-TIR, e-CIM/SMGS, and e-CMR systems.
- With Türkiye, 15,000 e-Permits for transit was exchanged in 2025 under a monitored pilot phase
- With Uzbekistan, testing was completed, and first operations launched in January 2025
- From September 1, 2025, Azerbaijan and Uzbekistan will fully transition to e-Permit use for international road transport
- Regarding the "e-CMR" system, work is being carried out jointly with the UN Economic Commission for Europe, which will facilitate the transition to fully digital consignment notes, enhance the efficiency of cross-border transport operations, and reduce paperwork and administrative delays along the Middle Corridor.
- Azerbaijan is actively involved in e-CIM/SMGS project to unify major rail freight regimes under one digital standard, simplifying cross-border operations and enhancing legal interoperability.

DYNAMICS OF TRANSIT THROUGH AZERBAIJAN

14.5 MT

Transit volume reached 14.5 million tons in 2024 - 2.5-times increase over five years. 56 K Transit TEU containers, 42K via Middle Corridor.

**287
block
trains**

Last year, a total of 287 block trains arrived in Azerbaijan from China. Azerbaijan plans to increase block trains from China to 600 this year, aiming for 1,000 annually in the midterm.

**16-21
days**

In 2022, the delivery time via the Middle Corridor from Dostyk and Khorgos stations to the Port of Constanta (6,500 km) was 45–50 days. Today, the same route can be completed in just 16–21 days.

FURTHER STEPS NEEDED TOWARDS THE DEVELOPMENT OF THE TRANSPORT CORRIDORS

- Harmonization of procedures along the entire corridor length
- Introduction of a single, globally recognized transit document for Corridor shipments
- Activation of joint border crossing points (BCPs) to reduce duplication and delays
- Implementation of fully digital submission and approval of transit documents
- Pre-arrival application systems for licenses and permits to minimize idle time
- Establishment of centralized digital data collection and tracking centers
- Launch of "green lanes" for trusted logistics operators with a clean compliance record

We must work together to turn these goals into operational realities and deliver a seamless, smart, and sustainable Transport Corridors.



THANK YOU

