

Trans-Caspian Transport Corridor (TCTC) Capacity Development Programme

Improving Soft Connectivity in Central Asia towards a Competitive,
Inclusive and Sustainable TCTC



The TCTC and Connectivity



The TCTC has the potential to become a fast, multimodal, and efficient transport, transit, and trade network linking Europe and Central Asia, contributing to both national and regional economic development.

However, challenges remain that extend beyond infrastructure development alone:

- Regulatory misalignment
- Procedural inefficiencies
- Limited private sector engagement
- Transparency concerns
- Environmental concerns

What is needed to achieve connectivity? T...C...T...C!

Our aim: Increase the competitiveness of the TCTC and reach Connectivity* through...

- T** **Trade and transport facilitation** that simplifies procedures, modernizes transport tariff systems, promotes harmonization, and reduces administrative barriers.
- C** **Corridor capacity enhancement** by maximizing the performance of existing infrastructure through effective asset management, logistics and digital optimization.
- T** **Transformative reforms** that support policy changes and strengthen regulatory frameworks, including PPP frameworks and the international transport conventions.
- C** **Capacity development**, on individual and institutional level.

**Trade & Transport Facilitation + Corridor Enhancement
+ Transformative Reforms + Capacity Development
=
A more competitive, connected, and resilient TCTC**



*** Connectivity is more than just speeding up one corridor in terms of transit, speed, volume**

*** It's about regulatory alignment, coordination, political ties.**

T Trade and transport facilitation



Implement sustainable and multimodal solutions to facilitate trade and transport

- Support digitalization of transport documents (eCMR, ePermit, eSMGS/CIM *tbc*)
- Support digitalization of trade documents (ePhyto, eTIR)
- Support interoperability of national eLogistics Platforms with eFTI (UZ, KAZ)
- Support development of Maritime Single Windows (KAZ)



Tariff-setting mechanisms along the TCTC

- Rail Tariff Reform Study in Uzbekistan (UTY and WorldBank)
- Support for the Implementation Phase of the UTY Tariff Reform
- Tariff Reform Implementation Support in Kazakhstan
- Port Tariff Modernisation & Competitiveness Framework in Turkmenistan
- Peer Exchange with Europe Tariff Regulators



C Corridor capacity enhancement



Improve Cargo Transport and Port Performance

- Support Harmonization of Weight and Dimension Standards
- Increase cargo safety (trainings)
- Business Process Analysis at the Port of Turkmenbashi to develop recommendations for improved port management
- Containerization Concept (tbc)
- Dry Port and Multimodal Logistic Centers Concepts (tbc)



Transport asset management

- Railway Digital Asset Management Strategy (RAMS) in Uzbekistan and Tajikistan
- Development of Weight and Dimension Control Systems in **Kyrgyzstan**
- Strengthening Road Asset Management and Road Fund Governance in **Kyrgyzstan**
- Railway Asset Management KPI Integration Framework for UzAsset and UzRailways
- Caspian Sea Vessel Fleet & Asset Optimisation Strategy





T Transformative reforms



Public-private partnerships (PPP)

- Development of PPP project pipelines linked to TCTC priorities in **Central Asia**
- Development of Standard PPP Models for Multimodal Terminals in **Kyrgyzstan**
- Road Maintenance PPP / Delegated Service Models in Tajikistan
- Development of a Cargo Matching Platform for the Turkmenistan Logistics Market



Market Liberalization & Gender-Responsive Reforms

- Rail Market Liberalisation – Socio-Economic Impact Assessment in Kazakhstan
- Assessment of Private Sector Participation Models for Port Terminal Operations in Turkmenistan
- National Railway Strategy and Action Plan in Tajikistan
- Support to Women-Led Logistics Businesses in **Central Asia**



Implementation of international transport conventions

- Support implementation of Agreement on the Transport of Dangerous Goods on Road (**ADR**)
- Support implementation of IMO Convention on Facilitation of International Maritime Traffic (**FAL**)
- Develop recommendations to implement **ECMT Quality Charter** (UZ)
- Awareness Raising on Unified Railway Law (URL 1)





Capacity Development



Strengthen institutional capacity for trade and transport facilitation

- Support the regional network for National Trade Facilitation Committees (**NTFCs**), including working groups on **Transport and transit, ePhyto, eTIR, Paperless Trade**
- Strengthen **transit coordinators**
- Support cross-border mechanisms for cooperation (such as **OSBP**)
- Analysis of time and costs (Auto Rally)
- Integrate environmental standards (tbc)



Strengthen individual capacities for trade and transport facilitation

- Support to the regional Expert Group on **UN-CEFACT standards** (development of a regional data model for **eCMR**) and increase knowledge of UN-CEFACT in general
- Capacity Building on **Digitalization, Transit and AI, EU TRACES**
- Capacity-building measures for government officials in response to needs to implement international best practices in trade and transport facilitation



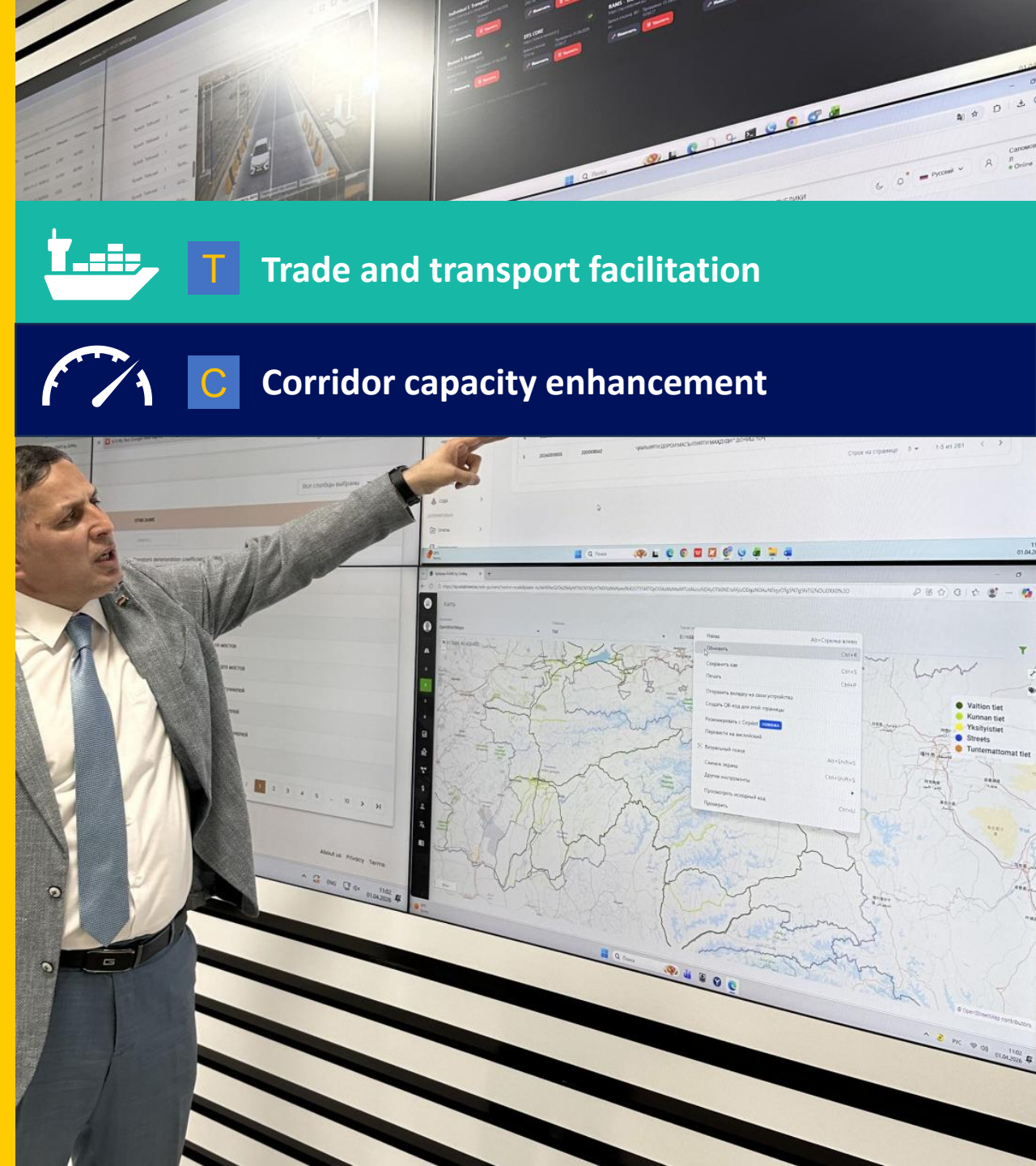
Capacity Development for EF outputs

- Regional Tariff Dialogue & Capacity Building Workshop in **Central Asia**
- Asset Performance KPIs Workshop in Central Asia
- ESG & Safety Standards Training Programmes
- Regional Knowledge Exchange Hub on Assets management & PPPs and Tariffs



Digitalization of trade and transport documents: ePermit, eTIR and ePhyto

- Support to **ePermit** in TJ has led reduction of getting the Permit from 2 weeks to one day
- Full introduction of **eTIR** will reduce border crossing times from several hours to less than one hour in well-equipped BCPs
- **Approximation to EU** by using **ePhyto**, an international system (IPPC), in 2025: 74,829 electronic phytosanitary certificates exchanged (KZ–UZ)



Trade and transport facilitation



Corridor capacity enhancement

Regional network of National Trade Facilitation Committees

- In 2024, official agreement of cooperation signed between four Central Asian countries (Turkmenistan to join in 2026)
- Working groups established on Transport & Transit, ePhyto, eTIR and Paperless Trade
- Used by many international organisations as a forum for discussion and to find common solutions



C

Capacity Development



T

Trade and transport facilitation



Railway Tariff Modernization, Uzbekistan

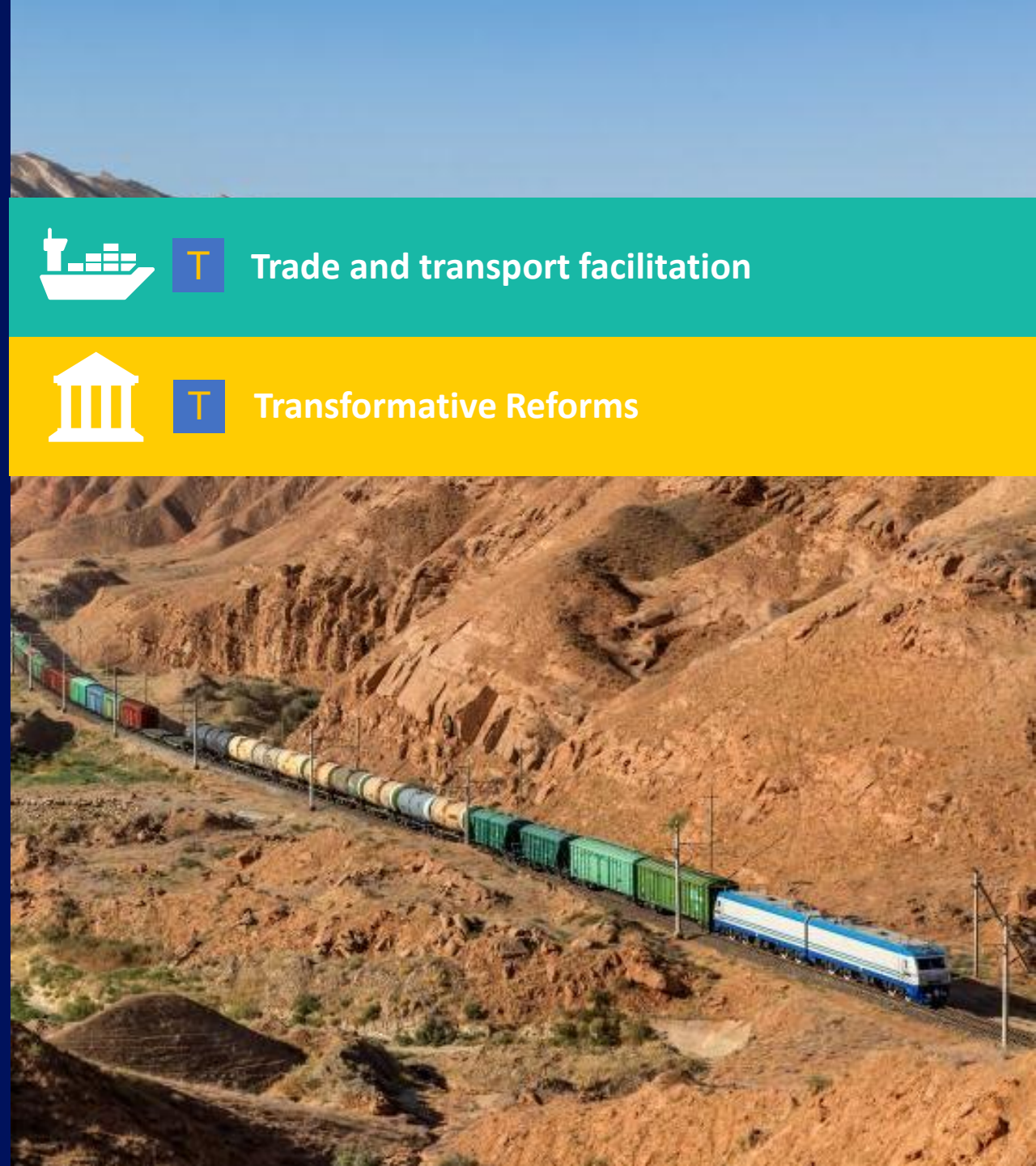
- Problem: Existing tariff system no longer reflects actual cost drivers, or market dynamics.
- Solution: Development of tariff methodologies and economic impact assessment of the tariff reform.
- Result: Transparent, auditable, and practical tariff framework applicable within UTY systems.
- Co-implemented with World Bank



Trade and transport facilitation



Transformative Reforms



Vessel Fleet & Maritime Asset Optimisation Framework

- Analysis of fleet structure, utilisation, and renewal needs
- Identification of optimal vessel mix required to serve future corridor demand
- Operational coordination measures for shipping operators
- Exploration of digital tools for vessel scheduling and service transparency
 - shared Ro-Ro / Ro-Pax schedules
 - real-time visibility of vessel availability
 - coordinated vessel slot planning between ports and operators



Corridor capacity enhancement



Trade and transport facilitation

The maritime segment is a key operational bottleneck of the TCTC

Limited visibility on fleet utilisation and future cargo demand reduces operational efficiency



A corridor-level framework could improve coordination across Caspian sea ports, with potential extension to the Black Sea.

The regional fleet is aging (~80% of vessels over 30 years old), creating a need for fleet renewal

Multiple operators are planning separate fleet expansions, risking **uncoordinated investments** and market imbalances.

TCTC Capacity Development Programme:

Strengthening **soft connectivity, regulatory alignment, and institutional capacity** along the TCTC in line with EU and international standards.



Total budget:

EUR 15.34 million
(EU, Germany, France)



Implementation period:

42 months
Dec. 2025 to May 2029
Until July 2026: inception phase



Geographic scope:

Kazakhstan, Kyrgyz Republic, Tajikistan, Turkmenistan, Uzbekistan.

Project outputs:



Output 1

Capacities for trade and transport facilitation

Output 2

Mechanisms for trade and transport facilitation and for interoperability



Output 3

Public-private partnerships (PPP)

Output 4

Transport market liberalisation & gender-responsive reforms

Output 5

Tariff-setting mechanisms along the TCTC

Output 6

Transport asset management



Implemented by:
giz
Gesellschaft für Internationale
Zusammenarbeit (GIZ) GmbH



TCTC Project Team (regional, plus national coordinators and advisors):

- Judith Blank, Head of Programme (Bishkek)
judith.blank@giz.de
- Asel Uzagalieva, Deputy Head of Programme (Tashkent) asel.uzagalieva@giz.de
- Dr. Manuel Andresh, regional advisor (Astana)
manuel.andresh@giz.de
- Dr. Eric Schmidt (Germany), eric.schmidt@giz.de

Project coordination Team (EF HQ):

- Hélène BURIEV, helene.buriev@expertisefrance.fr
- Pascal GENET, pascal.genet@expertisefrance.fr

TCTC Project Implementing Team :

- Jan Blinka, Team Leader,
jan.blinka@expertisefrance.fr
- Charles HULLLOT, Inception Phase Expert,
charles.hulllot@expertisefrance.fr
- Dr. Emrecan Erdogan, Technical Advisor,
emrecan.erdogan@expertisefrance.fr